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RAILROAD

JUNE, 1964

MAGAZINE 50c

RIDE TRAINS FOR FUN: Off-beat Roads Listed by Elliott Kahn

Steam Days on the

WESTERN MARYLAND

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Transit Topics

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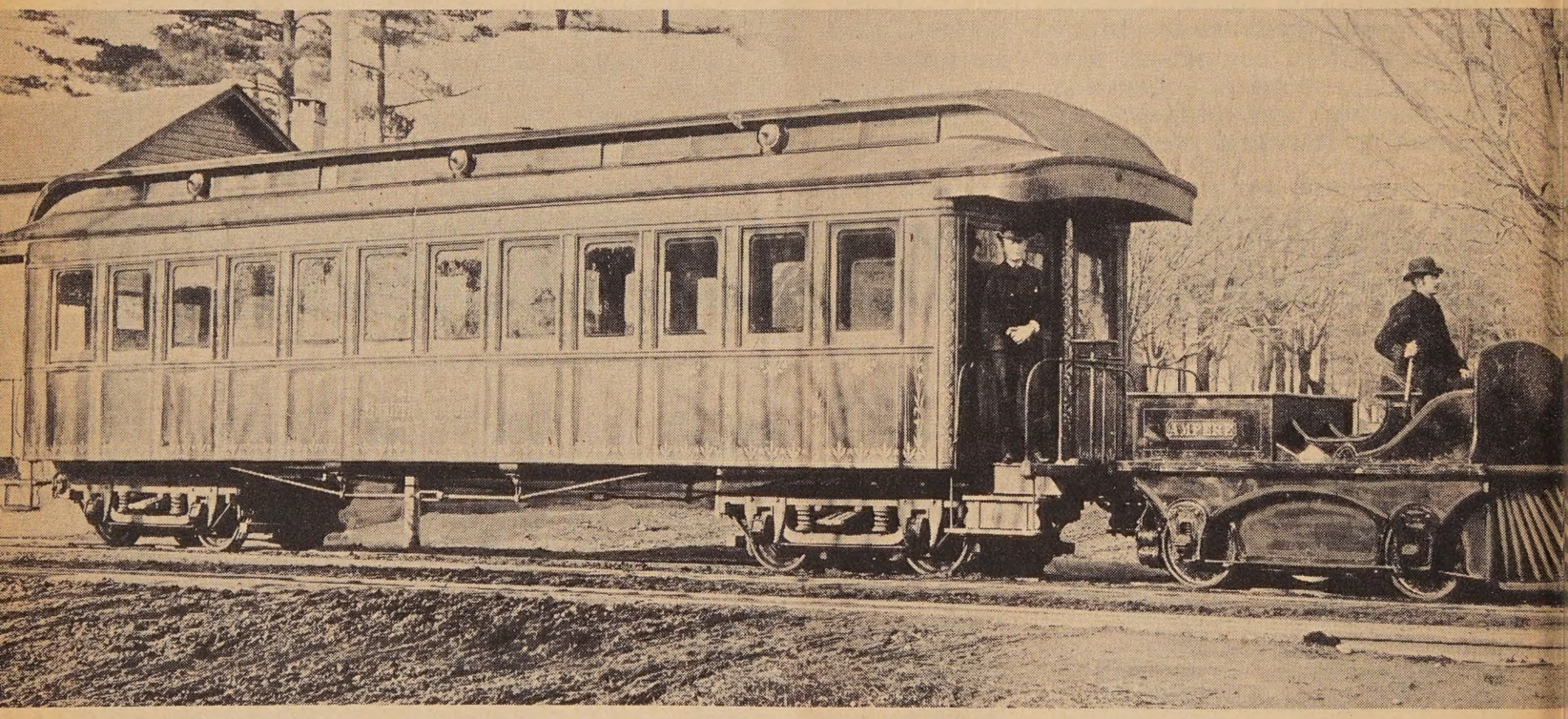

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

IF YOU have ever ridden the 36"-gage Rio Grande line in Colorado between Durango and Silverton (see page 22), you must have met Jacqueline Sue Holt, hazel-eyed brunette "news butcher" on the steamcars, selling candy, cookies, soft drinks, and other items. Jackie is 16, the daughter of slim-gage hogger W. H. Holt, a D&RGW railroader for 21 years. This pert little high-school junior lives at Box 786, Durango, Colo., and has been riding the old train each summer for seven years.

Jackie Sue Holt

"I'll keep the job this vacation and next," she says gaily, "and after that, who knows? I like people, so with 400 or so passengers a day I'm happy."

Her latest distinction is being chosen Miss Rail-Queen 1964 for the Frontier Publishing Co., headed by Jeffrey D. Clack, publishers of *Voice of the Rails* magazine and *Rosters Unlimited,* P.O. Box 836, Laramie, Wyo. 82070. Sometimes Jeff and Jackie work together.

"We entertain the tourists with a gunfight routine," she says. "It's fun to see the expressions on their faces. Some laugh, others scream, and many kids think it is real. We also lead group singing." ●

THE COLOR-SHOT on our cover was made by James E. Hess, who has hundreds of 4x5" Strasburg Railroad Transparencies. It shows Strasburg engine No. 31 at the head of an eastbound passenger train ready to leave the depot at East Strasburg, Pa. (See page 24.) The 31 was formerly Canadian National 7312. She acquired her Strasburg number by removal of the cast 7 and 2.

In fair weather the bright red gondola, known as the "cinder-catchers' club car," is part of every Strasburg passenger train. Eastbound, all steam engines run tender first, as there is no turning facility at either end of the 4½-mile line. At the right you see ex-Mississippi Central 4-4-0 No. 98, owned by Thomas C. Marshall, Jr., and now being rebuilt in the Strasburg shops. The Strasburg's vice president of operations is Bill Moedinger, 1835 Pioneer Rd., Lancaster, Pa. 17602. ●

WATER TOWERS still standing include two large NY&LB metal tanks at Bay Head and South Amboy, N.J., respectively; a small one on a concrete base, NYS&W, Sparta, N.J.; an old wooden one in the Pennsy yards at Newark, N.J.; two on the Canadian Pacific at Vaudreuil and Rigaud, both Quebec, respectively, each being a wooden reservoir on a concrete base; another CP tower at Lac aux Sables north of Montreal; wooden towers at Nisland, Wall, and Wendte, S.D., on the C&NW; and steel towers at Canton, Lemmon, and Aberdeen, S.D., on the Milwaukee Road. This information came from Ronald J. Mudowney, Ronald Chartrand, and R. C. Lathrop. ●

DID you know that sometimes as many as 12 diesel units operate in multiple, constituting a single locomotive controlled by one crew? The Pennsylvania Railroad has just issued special instructions to Buckeye Region enginemen for handling the huge concentration of pulling and braking power.

This is a significant footnote to the Pennsy's active participation in the long work-rules fight in which carrier representatives repeatedly attacked engine crew men as "feather-bedders."

The notice points out that extra time —at least two seconds per unit— must be allowed for complete release of the independent brakes on a 12-unit locomotive consist. Special instructions govern the use of the dynamic brake and in some instances the enginemen must isolate or disconnect units so that the dynamic brake is operative on no more than six units at any one time.

"By no stretch of the imagination could any sane person call this a 'featherbed' job," said one engineer as he read the new instructions. "On the basis of 2500 hp per unit incorporated in many new diesels, this would place an engine consist of 30,000 hp over 600 feet in length under the control of one engineman. Only a few years ago such a collection of power would have had 12 crews on separate units." ●

JOHN W. BARRIGER, the Pittsburgh & Lake Erie president, has delivered a sharp verbal attack on "special interests" promoting a canal to link Ashtabula, Ohio, with Rochester, Pa. Declaring that Ashtabula was being sacrificed and exploited to benefit other communities, JWB asked, "Whose nest is being feathered?" The U.S. Corps of Engineers is currently studying the project with a view to flooding one-eighth of Ashtabula County to provide a reservoir for the 100-mile canal. This flooding, Barriger estimates, would destroy land worth $10 million and eliminate $400,000 in annual taxes. ●

PASSENGER trains. Frank Donovan's "One Night on a Southbound Limited" (April issue) brought back memories to Gerry Burridge, 65

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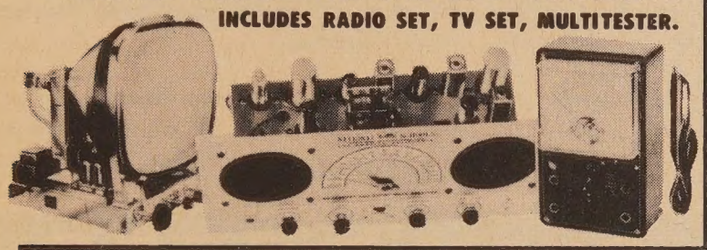

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Cremazie W., Quebec, Canada, of his first trip to Halifax. "That was in 1948," Gerry writes, "when I was 13. I rode the Canadian National's steam-powered *Maritime Express*. I recall poking my head out a vestibule window and my mother picking cinders from my eyes. That morning the sun rose gloriously across Baie de Chaleurs, turning the water to gold. No other sight has ever impressed me so much."

Donovan's latest article says the North Western is one of the only three railroads he knows of that make money on commuter traffic. Last year C&NW reported $203,000 profit on its $14,425,000 suburban revenue. But the Boston & Maine is not so happy. B&M is petitioning the Massachusetts DPU for permission to discontinue all its commuter trains. The road has been participating in a state-subsidized plan to improve the service, but results are discouraging and it wants out. The only B&M passenger trains to be retained would be the New York-Montreal runs in cooperation with the New Haven and Central Vermont.

The Baltimore & Ohio has just created a Passenger Services Department, headed by Paul Reistrup, in what is described as "a determined effort to make our passenger business pay."

Richard Burton and Liz Taylor recently planned to travel by rail from Los Angeles to Canada, but cancelled their reservations and took a plane instead, because too many reporters were riding the *Super Chief*. Burton quoted another actor as saying: "I never fly. I travel the way God intended me to—by *Super Chief*."

Pullman Company's once-great fleet of heavyweight sleepers is dwindling so fast that Pullman has asked railroads to check on the availability of equipment before planning large-volume movements. ●

BREVITIES. Piece by piece, an historic Howe Truss covered railroad bridge, built in 1904, has been removed from East Montpelier, Vt., and reassembled at Clark's Trading Post, North Woodstock, N.H. (see page 23), reports Elwin K. Heath, Barre, Vt.

Burglars razed and carried away a 5-ton railway bridge at Killearn, Scotland, in two days of hard work. The bridge's scrap-metal value was only about $112, which hardly paid for the trouble.

A one-piece, aluminum, passenger-car wheel, described as wholly new in manufacturing concept, was shown publicly for the first time by Reynolds Metals Co. at Detroit. It is said to be stronger than conventional wheels, yet only half the weight.

With St. Louis observing its 200th anniversary this year, the Missouri Pacific, first railroad west of the Mississippi River, has taken a look at the records of its predecessor, the Pacific Railroad, almost 113 years ago. Items bought by the commissary to feed track-building gangs that pushed westward from St. Louis include: coffee 20¢ a pound, pork shoulders 8¢ a pound, pickles $1.25 a gallon, whiskey 22¢ a gallon, and crackers one cent a pound.

The Supreme Court refuses to review the case of man awarded $25,000 damages against a railroad because he fell out of an improperly-made bed in a railroad YMCA.

The Illinois Central rescued a water-starved town the other day. Dry weather had created an emergency situation in the water supply of Assumption, Ill., population 1500, about 25 miles south of Decatur. The IC sent the town 100,000 gallons in tank cars.

Most travelers on the West German Federal Railways prefer non-smoking compartments. This fact was established by an extensive poll which the management conducted.

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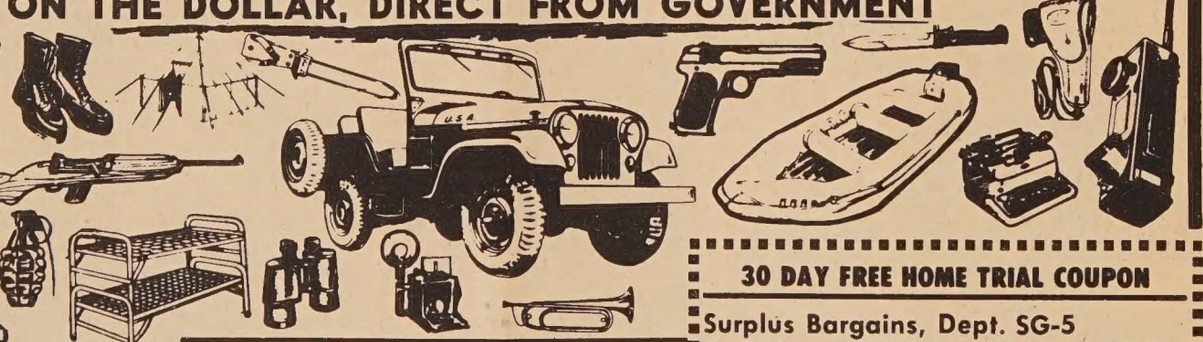

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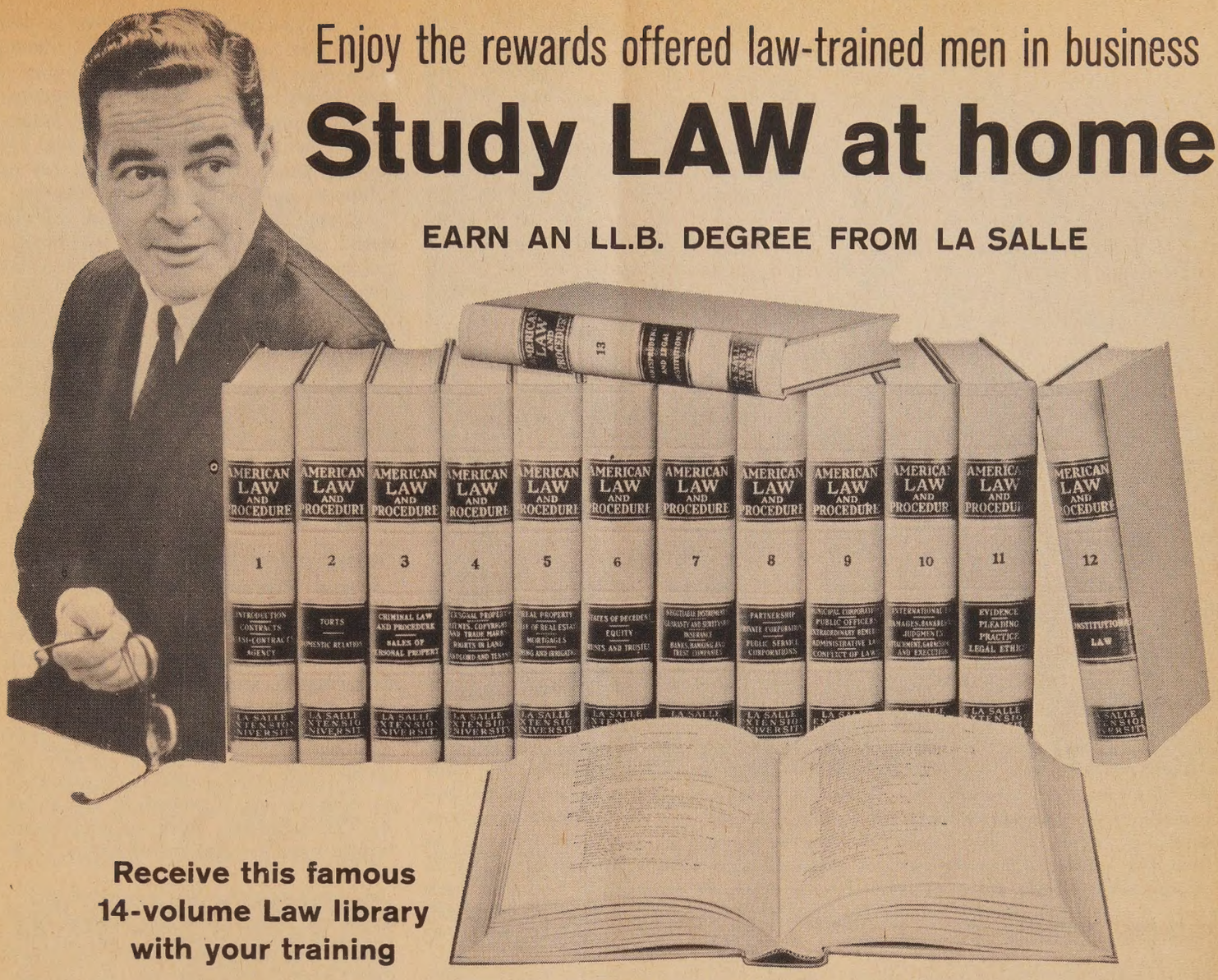

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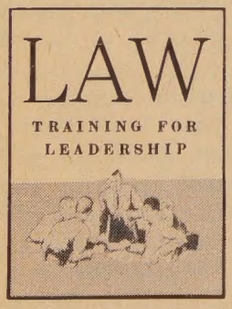

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Demolition of Penn Station, New York, to make room for a sports arena and futuristic skyscraper above the train facilities, began with the lowering of one of 14 two-ton eagles that had graced the majestic terminal since its completion in 1910. This station is a masterpiece of classic Roman architecture, built solidly to last for centuries, but wreckers are tearing it down. An editorial in *The New York Times* has denounced the destruction as "a monumental act of vandalism."
Pennsylvania Railroad

zine is now available in book form, including over two dozen photos on coated stock: more than 35 pages of data on Pennsy, New Haven, Virginian, etc. This 8½″x10″ paperback book is sold by Robert Wayner, Box 871, Ansonia Station, New York, N.Y. 10023, at $2.50 postpaid (mailed flat).

William C. Kessel tells us that the Rev. Mother Agatha of the Australian Sisters of Mercy holds a certificate as boiler attendant and steam locomotive driver, having passed an official test before taking charge of the hot-water boilers in a Melbourne orphanage.

"A former Buffalo & Susquehanna station in our town is used as a post office and general store," writes Wellington Vosburg, Centerville, N.Y. "In 1924 my father and I moved it from its original location to its present site."

Five employes of a Buffalo rigging company, clearing a 37-car train derailment at Dunkirk, N.Y., were arrested by New York Central Railroad police the other day and arraigned in court on the charge of looting broken boxcars of cartons of canned goods and other merchandise. All five pleaded guilty. ●

GILBERT H. KNEISS died in Berkeley, Calif., the other day at age 64. Gil was the author of two books, *Bonanza Railroads* and *Redwood Railways*, public relations man for the Western Pacific, vice president of the Railway & Locomotive Historical Society, and a *Railroad Magazine* contributor.

A noted locomotive historian and writer for this magazine who died recently was David L. Joslyn, retired Southern Pacific draftsman and photographer of Sacramento. He was 77.

Years ago, upon taking over his present job as editor of *Railroad*, Freeman Hubbard told publisher Henry Steeger, "Many of our old authors have gone." Mr. Steeger replied, "Get new ones!" We miss Joslyn, Kneiss, Josserand, "Haywire Mac," Harry Bedwell, many other authors; but the show goes on. We will always need experienced writers, especially railroad men and especially those who have had feature articles published in news-stand magazines. ●

THE GROWING number of thieves in the rail-hobby field is turning more and more people against railfans in general. Almost every day we get fresh reports of vandalism. One such case is the mysterious disappearance of two antique railroad cars from a concrete plant at South Beloit, Ill., where they were being stored for shipment to the Mid-Continent Railroad Historical Society museum at North Freedom, Wis. The cars, built before 1900 and valued at $2,500, were hauled off secretly by persons unknown.

Lucius Beebe told us indignantly that early one morning while the private railroad car he owned jointly with Charles Clegg was parked on a desert siding, he was awakened by a suspicious sound, tiptoed out to the observation platform, and actually saw a fellow trying to unscrew the car-builder's plate! We could cite plenty of other railfan outrages. No wonder so many railroad officials have begun to dislike the hobbyists who profess to be championing rail transportation! ●

THE BROTHERHOOD of Locomotive Firemen & Enginemen is launching a program aimed at merger with the Brotherhood of Locomotive Engineers. Both groups cover the United States and Canada. H. E. Gilbert, president of the 76,000-member BofLF&E, said it was unwise to maintain two huge organizations when only 70,000 to 80,000 jobs were available to members of both unions. The BofLE has about 65,000 members. Both groups count retired men in total membership. ●

CANADIAN NATIONAL is testing a new type of motive power, B-1, unlike any other in its fleet of 2,100 diesel units. This one has no engine. Built at CN's Point St. Charles shops in Montreal, the B-1 is a booster unit operated in combination with hump yard diesel switchers. This converted diesel switcher cannot operate by itself, but when coupled to one or two diesel switchers, suitably adapted, it can draw power from them for its electric axle-mounted traction motors and thus provide the same tractive effort as a regular diesel switcher.

Normally, three diesel switchers are required for the main humping operation. This now can be cut to two when the booster unit is employed. B-1 looks like a flatcar with a long box on it. Its use allows CN to free some of the 26 hump yard diesel switchers now in service at Montreal and Moncton for the new electronic freight classification yard being built at Toronto. ●

THE ONLY American railroad exhibiting at the New York World's Fair, the Long Island, shows an acre-size slice of the Island featuring such local pursuits as duck-raising and commuting. Besides serving up a smorgasbord of interesting things to see or do, the exhibit invites foot-weary Fair-goers to relax on rustic benches spotted

(*Continued on page* 50)

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

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Let Me Help You Master Good English

Give me 15 minutes a day, and I will help you learn to speak and write like a college graduate

You have intelligence. You have ability. You have ambition. But are you getting ahead as fast as you think you should?

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Think about it. Are there words you avoid using because you're not exactly sure what they mean? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty putting your true thoughts in a letter or report?

The truth is, countless numbers of intelligent, adult men and women are being held back in their jobs and social lives—without knowing it—because of their English. If you are honest enough with yourself to admit these difficulties, you have already taken the first big step to success.

The next step is easy. You can *master* good English *without going back to school.* Over the years, I have helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists—*right in their own homes.*

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can *do* something about getting ahead.

Don Bolander

Don Bolander
Director, Career Institute

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of good English"?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

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Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people who have used the Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *Who are some of these people?*

Answer The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

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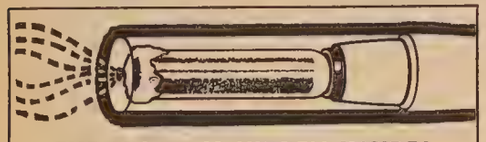
The idea is simplicity itself. You'll wonder why no one ever thought of it before. Now, whenever you have a craving or need for a cigarette—"smoke" "CIGAREEN" instead. This is the news-making invention you smoke but never light. It is meticulously crafted of tough, sanitary plastic composition and looks just like a lit cigarette, right down to the burning ash. So realistic, everyone will think you're smoking the real thing. Here's how it works:



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Hidden inside, underneath the plastic cigarette-like barrel is a unique cartridge...a removable glass vial that is covered with pure menthol crystals. Menthol is safe and satisfying. It is made from the oil squeezed out of a peppermint plant and has been used for years an an antiseptic and anesthetic. Now, as you "smoke" as you puff and inhale, air is drawn through a small opening in the "ash" part of the Cigareen, passes through the cartridge and becomes treated by the menthol anodyne crystals. Only safe, satisfying air passes your lips. Not only satiates your urge to smoke, it also keeps your breath kissing fresh and cool...soothes sore irritated throats and is delightfully refreshing. When, after one to 3 months, the menthol is dissolved, simply open the Cigareen and pop in an inexpensive menthol cartridge refill (only 50¢ each).

SMOKE IT ANYWHERE...AND RELAX!

Puff away while driving, at work, in your shop or office, while talking on the phone, while bowling, golfing, at the theatre or movies, while watching T.V. Smoke anywhere—satisfy that craving even where real smoking is prohibited. Smoke in bed, on trains and busses, in retail stores, schools, or hospitals. Smoke a "Cigareen" and please your doctor...your wife, or husband...your body. It is perfectly safe, satisfying and refreshing.

YOU EASE UP, CUT DOWN FROM THE VERY FIRST MINUTE!

Makes no difference what you smoke—cigarettes, pipe or cigar...or why you smoke, the Cigareen can help you dramatically ease up, cut down the very minute you receive it. It mimics smoking completely. Do you smoke instinctively—reach for a cigarette out of habit? Do you have a need to hold a cigarette in your hand...in your mouth? Do you puff away to relax...to soothe irritated nerves? Do you grab for a smoke under stress, in pressure situations? Do you reach for a cigarette before meeting new people, before making a sales call? To control nervousness or anxiety? STOP! Reach for your Cigareen instead. Hold it in your hand, between your lips. Puff on it. Do everything you would with a real cigarette...except light it. You'll get the same satisfaction without the dangers. You'll cut down immediately without half trying. The "Cigareen" is only a part of a unique new "SMOKING CONTROL KIT". If you prefer, the Kit can help you too...

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"I quit smoking the day I got your Cigareen. I haven't touched a cigarette since. I am ordering now for my husband, and son and his wife."
—F. M., St. Anne, Mo.

"Your Cigareen worked wonders! I am 57 years old, been smoking for 40 years. I am an average smoker, little less than 1 pack a day. I have stopped smoking completely for 5 weeks now, headaches and coughing have diminished. I have a few friends who want to try your Cigareen."
—J. C. K., Baltimore, Md.

"A miracle has really happened to me. A few years ago I became troubled with a breathing difficulty. Really bad! After using the Cigareen for 2 days, I can breathe just fine. Am I ever happy. I surely hope it will last. I have smoked for 40 years...I am now 69. I just can't' praise the Cigareen enough." *—E. G. B., Everett, Wash.*

"I want to thank you people for my Cigareen which I received the 2nd of Nov., and I have not smoked one cigarette yet. I feel a lot better. Do not sit up coughing and have a great appetite. I did not think I ever could stop smoking!"
—H. F. S., S. Winsport, Pa.

"I haven't smoked for over 7 months, since I received your book and Cigareen. I am giving your name and address to everyone whom I can persuade to stop smoking."
F. L. T., Staten Island, N. Y.

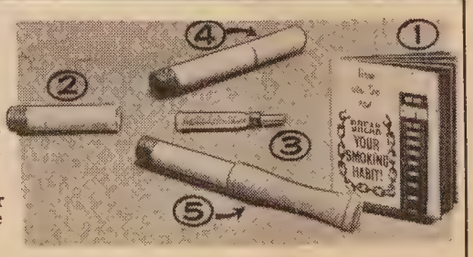
"I have cut down to 6 cigarettes a day—from 2 packs a day." *—J. E., West Haven, Conn.*

"It has been 12 days since I last smoked. I feel a lot of success is from your book and puffing on the Cigareen. When I have an intense craving, I mentally picture a cigarette with a skull and crossbones and then I puff on my Cigareen. I was a 1 to 2 pack smoker." *—R. D., Pittsburgh, Pa.*

"Received your Cigareen and I'm doing fine with it. I have smoked since I was 9 years old—I am now 63. I haven't completely quit, but I am down to 4 a day from 1½ packs a day. My cough is mostly gone. I have six friends who want some."
—J. C., Muncie, Ind.

You get this complete "CIGAREEN SMOKING CONTROL KIT". Nothing else to buy!

1. Sensational manual: "How To Break Your Smoking Habit." Great for those who want to cut down and smoke sensibly and for those who want to stop completely.
2. Tough, cigarette-like plastic barrel, with hand finished, realistic ash.
3. Glass vial cartridge covered with a 1 to 3 month supply of pure menthol crystals.
4. Filter tip end that holds the menthol cartridge, looks like a real filter tip cigarette.
5. Smart Cigarette Holder end also holds the menthol cartridge.



"I have been smoking for 32 years, and this is the first time I have tried to quit. As of now—it is 24 days—no smokes. I feel 100% better breathing, and no coughing at all. To me it is the best thing that ever happened. The Cigareen has done the job well! Everyone who sees the Cigareen wants one. I give them your address."
—P. P., Elizabeth, N.J.

"I started on Monday morning, I tapered off gradually. Three cigarettes a day. After that was on 1 cigarette a day, taking only 3 or 4 puffs. Now I have completely quit, thanks to the help of the Cigareen. I had such good luck with mine, I had to order some for the family."
—M. E., Los Angeles, Calif.

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Send.....**extra "Cigareens" (with holder end) @ $1.00 ea.**
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The Drive for PASSENGER BUSINESS

by Frank P. Donovan

The Burlington's president, Harry C. Murphy, goes out of his way to interest kids in railroading. We see him welcoming some at Macomb, Ill., to a railfan excursion pulled by 2-8-0 engine 4690.
Chicago, Burlington & Quincy

ONE snowy evening last winter in St. Paul Union Station a tired-looking little man whose luggage was plastered with airline stickers struck up a conversation with me.

"I've been to Chicago and back since this morning," he said in a tone that seemed to invite sympathy, "and tonight I'm going there again, but this time by train."

"By train?" I echoed uncomprehendingly.

"Yes. The plane got me to Chicago all right, but after circling the airport for half an hour in the driving snow they decided it was too hazardous to land, so we flew back to the Twin Cities. A helluva loss of time! I should have taken a train in the first place."

He was right, of course. Although planes are much faster than railroads in good weather, they are often put out of service by snow, ice, or fog. Besides, very few airports are conveniently situated. You waste time and money riding a limousine or bus between the airport and a city's business center.

Maybe you've heard of O. Roy Chalk. He's a big airline executive—founder and president of Trans-Caribbean Airways—but recently when he had to get from New York to Buffalo in weather uncertain for flying he rode a New York Central train instead of a plane! Lucius Beebe tells of a comparable trip he took from Chicago to New Orleans one night on the *Panama Limited*. The *Panama*, flagship of the Illinois Central's streamlined fleet and classed with the *Broadway*, the *Super Chief*, and the *California Zephyr*, reminds us of the great days in the Steam Age when solid Pullman limiteds ruled the rails. Beebe writes:

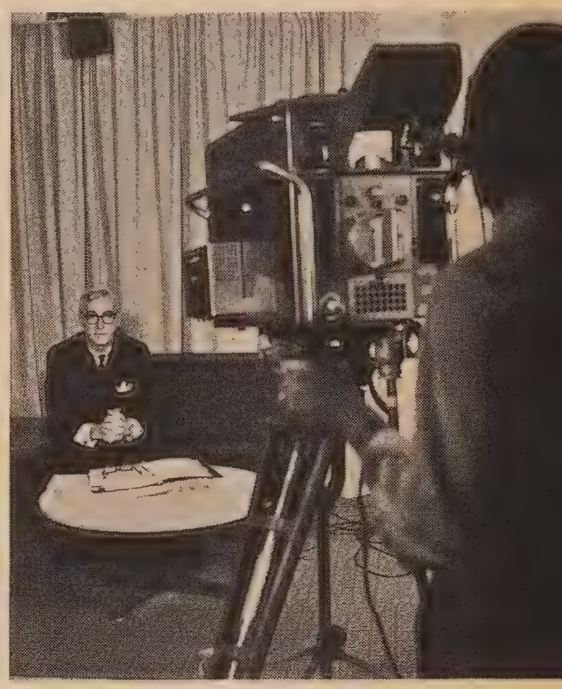
One night . . . while it was snowing up to twelve inches in the Rockies and a hurricane was making life difficult along the Carolina coasts, your reporter rode tranquilly southward eating . . . some of the best pompano imaginable and drinking good Cockburn's Club Port with his runny Liederkrantz cheese on the *Panama Limited*. Elsewhere the jets were setting down the deluded peasants who patronized them at emergency fields and piston planes were depositing their palsied customers (who had embarked for New York) at Pueblo, Colorado, and Cairo, Illinois.

Beebe, who is termed the Arbiter of Elegance, regards the *Panama Limited* as "not so much a conveyance as a simple continuation of the good things of life between enchanted terminals."

Yes, trains are more comfortable than all other forms of overland transportation. There is room to move about in them. You stroll into the diner and order a meal to suit your own taste. You don't have to eat at a hot dog stand on the highway or peck at a compact airplane tray filled with small portions of food that the management chose for you.

Much more important is safety. Statistics show that trains are twice as safe as planes. On a downward curve of the safety graph is the automobile, the most dangerous of all vehicles. Driving your own car is flexible and convenient. Sure it is—except when you're stuck in bumper-to-bumper traffic jams, harassed by drunken or careless drivers, looking in vain for parking space, or annoyed by red lights, bridge and turnpike tolls, speed traps, flat tires, or dead batteries, or when you don't run out of gas miles from a service station!

With so many points in its favor, you might think that train travel would be flourishing. Generally speaking, it isn't. There are exceptions, of course. A few



To broadcast its extension of lower-fare plan, Canadian National put top passenger man Pierre Delegrave on a closed-circuit TV press conference.
Canadian National Railways

New display-type commuter ticket on Rock Island, shown by Cheryl Hearns, replaces old individual kind which a trainman had to punch on each trip.
Chicago, Rock Island & Pacific

Many people, with outdated concepts of trains, do not know that some present-day limiteds such as the beautiful *Zephyrs* have split-level cars and inside stairways leading to the Vista-Dome's lofty seats for viewing passing scenery.
Lawrence Williams, 8645 West Chester Pike, Upper Darby, Pa.

energetic officials have demonstrated that passenger trains can be made self-supporting, even profitable. But too many railroads haul passengers reluctantly—because the ICC won't let them quit or at best because they know that passenger traffic creates good public relations which help them to waybill more freight.

Only a dozen or so American railroads are seeking riders aggressively. Topping this list is the Long Island, the Number 1 commuter line. Another dozen systems are mildly interested in revitalizing their passenger trains. East of Chicago and north of the Ohio River the situation, for the most part, is grim. Down South it is somewhat brighter; in the West it is brightest. Canada's two great railway systems are facing the challenge with vigor.

In the United States fifteen years ago three western roads collectively brought forth a new streamliner costing $15 million. This was a brave move, for passenger traffic had leveled off depressingly after World War II. Besides, the new train would traverse a longer route than its chief competitor and take more time.

Train-telephone service on the *Broadway Limited*.

But it had two desirable good things to sell: scenery and service. Its runs were scheduled over the most spectacular country by daylight and its equipmen domed—that is, doubledecked, with observatory glass roofs. It was, in fact, a cruise train with the best amenities of rail travel.

I refer to the *California Zephyr*. Pride of the Burlington, the Rio Grande, and the Western Pacific, it really consists of six eleven-car trains linking Chicago with San Francisco. The *Zephyr* goes "through, not around" the Colorado Rockies and the rugged Feather River Canyon whose operating problems the late Peter Josserand often wrote about. You couldn't find more dramatic railroad scenery anywhere in the country.

These trains are well patronized. They're a joy to tourists, a financial success to their owners, and a new institution in western lore. Berton Roueché, writing in *The New Yorker* about a trip on the *California Zephyr*, tells of chatting with a fellow traveler, a busy executive.

"You find the train relaxing?" Roueché asked.

The man replied: "Relaxing? My dear fellow, it's the best medicine on the market. It's all that stands between me and a coronary."

NOT all fine trains satisfy railroad management, however pleasing they may be to passengers. Relatively few of them pay the operating expenses, but certain runs in the West come nearer to breaking even than those elsewhere in the United States. Out on the plains and mountains the terminal costs are lower, distances greater, and the average trip longer. As a rule, western trunk lines have less red ink in their books than have their eastern brethren.

Pick any of the famed "transcontinentals" for your journey to the Far West and ensure gracious living while you skim over the miles. On the northern route two domed trains, the *North Coast Limited* of the Northern Pacific and the Great Northern's *Empire Builder*, leave Chicago's Union Station daily. One is noted for "the big baked potato" and its Lewis and Clark Travelers' Rest Car. The other likewise has a well-appointed diner, plus an intriguing Ranch Car for snacks. Both trains offer soft recorded music and the GN even has porter service in the coaches.

On the central route, the Union

Pacific's well-known *City* streamliners pull out of the same Union Station for West Coast points. The UP is a hallmark of distinction in travel. It pioneered in low-cost family fares, in catering to coach riders on its *Challengers* and, to date, its dome-diner is a UP "exclusive."

Taking the southern route? That's "Santa Fe all the way" between Chicago's Dearborn Station and Union Terminal in Los Angeles. The *Super Chief,* now combined with *El Capitan,* and the *Chief* ride the rails daily. The *Super's* Turquoise Room is probably the most palatial diner on wheels, while the dome-level height of *El Capitan* seats gives the coach-rider a lofty observation view along with "hi-level" dining at down-to-earth prices. So delighted is Santa Fe with its "hi" cars that 24 more are now on order.

Every one of these "transcontinentals," including the roads on the *California Zephyr* route, are very much in the passenger business. All advertise extensively and are alert to new techniques to improve their product. None has a defeatist attitude.

"Passenger trains are here to stay," observes Wayne Johnston, president of the Illinois Central; and that is true, especially in the West and South. The Atlantic Coast Line and the Seaboard Air Line are doing especially well.

The ACL's *West Coast Champion* boasts twenty cars—twelve sleepers, five coaches, and a tavern lounge car—out of Washington, D.C. Most of them go to points in Florida. Add to this the *East Coast Champion,* with a consist almost as heavy, and the new *Florida Special,* and you see why the Coast Line is enthusiastic about passengers. The *Florida Special,* running between New York and Miami, offers a lot of fun to make travel more interesting: full-length feature movies, fashion shows, bridge, canasta, bingo, and group singing, all supervised by a comely hostess, and free champagne with your dinner.

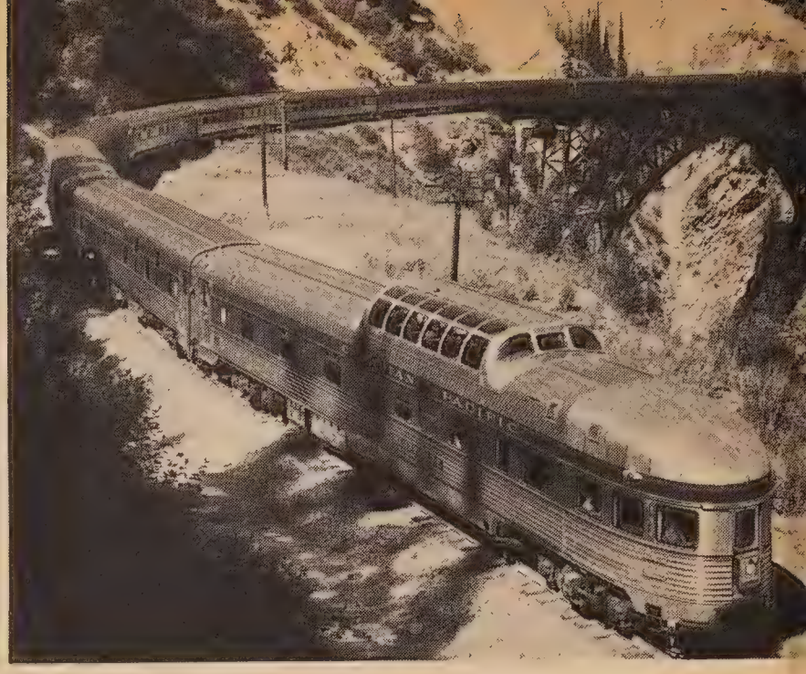
Says Ray Paschall, the ACL's passenger traffic manager: "Business has been very good. No out-of-pocket loss." Any railroad could be proud of that.

THE SEABOARD also is cashing in on the Florida boom. Its *summer* travel volume is even greater than its winter peak. In fact, Seaboard has doubled its passenger traffic since before World War II—at a time when passenger business on almost all of the other roads was declining! This trick was turned partly by cutting 25 percent off the fares from and to the nation's capital between May 1 and November 15, and partly by offering New Yorkers a Florida "package vacation" in off-season for less than $100 a week.

The Southern Railway is plugging for more cross-country travel via the New Orleans gateway in conjunction with the Southern Pacific's "Sunset Route" to Los Angeles. It offers coach and sleeper service on crack trains between New York and New Orleans.

W. H. N. Rossiter, Oakville, Ont., Canada

The steam locomotive dramatized passenger business in a way that no diesel has been able to do. Photographers were enchanted by the sky-filling smoke plumes like this one on a Canadian Pacific troop special wheeled by a 4-6-4 nine years ago.



Western domeliners: (1) Passenger is coming up stairway on a Burlington *Zephyr*. (2) *The Canadian*, pride of the Canadian Pacific, crosses Stoney Creek bridge in British Columbia. (3) "Coming 'round the mountain" on the *North Coast Limited*, Northern Pacific. (4) The only line with dome dining-car service is the Union Pacific.

Grand Central Terminal attendants still roll out the bright red carpet at five every afternoon for westbound passengers on the *20th Century Limited*—a name which has long been a household term and symbol of elegance (though slightly dimmed today). And what the *Century* is to New York Central the all-Pullman *Broadway Limited* is to the Pennsylvania. Both are punctual and luxurious ways to shuttle between New York and Chicago overnight.

Regal as these trains are, there is no longer profit in passenger operation on any eastern road. The lines show substantial passenger deficits. But most of them have cut such deficits in the last few years and the picture is brightening. The Central is active in expanding its all-room sleepercoach service. For coach fare plus a modest room charge, you enjoy a thrifty hotel on wheels, or you can still get regular sleeping accommodations at first-class fares.

The Pennsy is currently taking delivery of 50 modern reclining-seat coaches, each accommodating 64 passengers for airplane-type slumber—i.e., in street clothes, no bed, but popular with low-budget travelers. These are former surplus roomette sleepers converted to day-and-overnight coaches.

The Pennsy's other approach to the problem of sleeping-car deficit is to increase, if possible, its Pullman rates by 45 percent! This is almost tantamount to going out of the mobile hotel business. Other eastern roads feature sleepercoaches, a type of thrifty overnight service which is winning friends.

Outstanding among the eastern lines in soliciting travelers is America's first passenger railroad, the Baltimore & Ohio, which pioneered in slumbercoach

Chesapeake & Ohio is one of the few eastern roads seeking passengers actively. Distinctive C&O features include trainferry service across Lake Michigan (note people boarding trainferry at Ludington, Mich.) and snack bars in lounge cars of various trains (pictured at right).

service from Baltimore and Washington to Chicago and St. Louis. The B&O's "economy sleeper" on the *National Limited* is shunted to the Missouri Pacific's *Texas Eagle* at St. Louis, from where it logs another 924 miles to San Antonio. B&O also sells round-trip coach rides at a 33 percent saving.

ARE these traffic techniques effective? Let me cite from my own experience. Two years ago, a Philadelphia friend of mine planned to meet my family at St. Louis, where we would all take a train southward to Mexico City. He wanted to journey by rail to St. Louis, but the Pennsy quoted a rate, including a berth, that was higher than air fare. Not wanting to begin a trip of nearly 3,000 miles by sitting up overnight in a day coach, he decided to fly to St. Louis.

"Better think twice before flying," I wrote back. "If there's a bad storm your plane may be grounded. Why don't you first check on the B&O's slumberboach from Washington?"

My friend did so, and he wore a broad smile when he got off the train to meet us in St. Louis Union Station.

"You know what," he told us, "It cost me less to ride the B&O slumbercoach than it would have cost if I had sat up all night on the Pennsy."

Since its affiliation with the more prosperous Chesapeake & Ohio, the B&O has vigorously kept up its drive for passengers. A look at the illustrated, multi-colored, and easy-to-read C&O-B&O timetable confirms this statement.

Meanwhile, the two great rail systems of Canada, like those in the U.S.A., have been suffering from the erosion of passenger travel by the automobile. But they are fighting back.

We have often wondered why C&O is the only railroad using waitresses (one shown here) in its dining cars.

The CB&Q caters to travelers in big way. (Left) Mary Lou Gordon, supervisor of passenger service, is seen making notes and checking on the new uniforms she designed for Zephyrettes, train hostesses, in this case Elizabeth Liebfort. (Above) A Burlington special train, 12 cars pulled by the coalburning 4960, took part in a community celebration at Casper, Wyoming, last October 20.

"The Canadian is a destination in itself," boasts the Canadian Pacific in describing its beautiful stainless-steel domeliner that connects Montreal with Vancouver. Recently the CP introduced a "Faresaver Plan" that includes a low package rate five days a week on trips under 520 miles and every day for longer rides. Both the CP and Canadian National feature special passenger-with-auto rates for bringing along the family car.

What may be the most revolutionary experiment yet tried in passenger-pricing is now under way on the Canadian National. I mean the much-publicized Red, White, and Blue incentive fare plan. First introduced in 1962 in the Atlantic provinces, it has been extended to transcontinental service as well as the four western provinces. During the early period it boosted passenger volume on the area tested by 62 percent.

CN divides the calendar into red, white, and blue days. There are 162 red letter days, 142 white, and 61 blue. Red stands for bargain fare; white, economy; and blue, standard. A red date entitles you to savings up to 58 percent while a white a reduction saves you up to 28 percent. The plan also provides free meals for those holding sleeping accommodations.

Donald Gordon, the Canadian National's president, likens merchandising passenger service to selling soap. "Take a good product," he says, "put it into an attractive package, price it right, and the public will buy." He hopes the new fare plan will clean up the road's passenger deficit—and maybe it will.

If effective on a coast-to-coast basis, it will stimulate riding on slack days, elevate the valleys of off-season travel, and bolster up passenger patronage 365 days in the year. Heralded in the first closed-circuit TV press conference ever held in Canada by a business organization, the new concept of "fares to fill seats" has taken the country by storm.

"Pick the date, pick the rate—go CN." This slogan could conceivably change the passenger-train pricing philosophy of a continent.

WE hope that any effort made by U.S. railroads to cut fares as a result of the Canadian experiments will be matched by a corresponding move to simplify the publication involved in selling tickets. Art Weber scores this point in *The Michigan Railfan,* as follows:

If passenger trains are to survive, passenger service should be made easier to sell. According to the latest count, North American railroads have in effect about 130 different interline passenger tariffs just for one-way and round-trip coach and first-class fares.

In addition, there are about 55 other miscellaneous passenger tariffs (transfer arrangements, special cars, special trains, clergy fares, charity fares, etc.), 14 tariffs for old fare increases that haven't been incorporated into the original publications, and about six baggage tariffs. That's about 240 tariff's in all, and I'd say there isn't a single railroad office in the country that doesn't need 40 or 50 of them on file just to keep track of the fares in effect to and from that station.

Despite this complication, the Burlington won the Midwest Travel Writers' Association award for "the most effective travel promotion by a common carrier in 1963." The "Q" chalked up more than 10 percent last year of all rail passenger gross revenue in the West! It was done, I think, in line with the precept, "Early to bed, early to rise, work like hell, and advertise."

Burlington men are in there pitching. Their ads appear on billboards, in periodicals, over radio and TV. The Burlington really believes in passenger business. Such enthusiasm pays off.

"The Redcoats are coming!" That's

a cry heard in Kansas City, in St. Paul, Minneapolis, Denver, and other metropolitan areas when an "army" of 25 or so Burlington salesmen storm a city. Clad in bright Chinese Red coats and carrying colorful train bags loaded with sales literature, they make up to 2,000 calls on a three-day "blitz." Not soldiers of the Revolution but shock troops with revolutionary ideas, they are getting a king's-size share of the passenger

Taking a cue from supermarkets, Louisville & Nashville and a few other roads installed self-service luggage carts for travelers in some stations.

C. Norman Beasley (L&N)

business for the Chicago, Burlington & Quincy Railroad.

With reduced fares, slumbercoach service, and many kinds of excursions and special movements, there's always something popping to attract passengers. The Burlington's Colorado specials in "Autumn Panorama" and "Springtime in the Rockies" tours sometimes carry as many as 1,100 people apiece. For short special runs on Saturday and Sunday in the Chicago area, double-deck suburban cars are often used to keep them from standing idle over the week-end. And on the steam trips, as every railfan knows, a baggage car equipped with electric outlets for tape-recorders is provided.

Travelers on Burlington trains, particularly the *Zephyrs,* occasionally see a charming young lady who is eager to know how they liked their trip. A few casual questions and she learns what they think of the railroad.

Her name is Mary Lou Gordon and she is the "Q's" supervisor of passenger service. She rides trains regularly and enjoys her work. Among her duties is supervision of the ten attractive Zephyrettes, the train hostesses who help to make trips on the *California Zephyr* enjoyable. It was at her suggestion that the girls wear stylish new uniforms of royal blue and, in the summer, tan.

"Railroads can't fight time," Mary Lou counsels, "but they can sell the comforts and advantages of train travel and they must sell young people—most of them have never been on a train. Some day it will be possible for us to sell the prestige and luxury of train travel to people who can afford to *spend* time, not save it."

WE like to see railroads meet competition with ingenuity and imagination. Some of their techniques are as varied as their passengers. The Kansas City Southern honors coach tickets in sleeping cars, with only the normal Pullman charge for space occupied. It offers "Multi-Ride" and "Thriftrip Fares" which are lower than bus rates. One-way fares pay for the round trips of parties of five or more people. And family fares are in force everyday. Incidentally, the *Southern Belle,* the road's finest train, features a full course "Chef's Special" at only $1.35 on its Kansas City-New Orleans run. All of which validates its slogan: "Go for Less —go KCS."

"We have no intention of going out of the passenger business," says KCS president, W. N. Deramus.

The Santa Fe is banking on sharply-cut, round-trip, off-season passenger rates. Its new experimental tariff saves round-trippers about 20 percent. On "Chessie's" railroad you can curl up and sleep like a kitten on the restful, reclining-seat coaches of the *George Washington,* the *Fast Flying Virginian,* or the *Sportsman* at a saving of 30 percent on round trips. The Chesapeake & Ohio, along with its associate, the B&O, is currently renovating its coaches and diners in a strong bid for increased patronage.

On the Northern Pacific, statistics show that total passenger revenue has increased each year since 1958. Moreover, the road's two "transcontinental" trains, the *North Coast Limited* and the *Mainstreeter,* have met their out-of-pocket cost "and perhaps a little more."

"For that full measure of true travel pleasure, go Pullman," the railroads adjure the traveling public. Where else can you find the elements of hotel, restaurant, and club all in one unit as you move comfortably, and safely to your destination? David P. Morgan, editor of *Trains* magazine, puts it this way:

"Aside from my natural enthusiasm for the convenience, I travel by train because it is safe, because it is the only overland transportation device which contains beds to sleep in and tables to eat at—or as God intended, as Lucius Beebe would say—and because lounge cars can thaw out even my introvert tendencies."

It is well known that a prominent firm has had its key executives ride separate planes so that if one airliner crashes it won't wipe out the top management. The fact that not a single Pullman passenger has lost his life on American railroads for eleven years is a comforting statistic. Because of this record a group of fifteen General Motors executives who had been commuting by air once a week between New York and Detroit decided to buy a private railroad car and make the trips by rail hereafter.

WITH the growth of the motor bus, party movements often go by highway. Mindful of the revenue loss from this source, the Canadian National hatched an "Own a Car" plan. For $30 you can charter a day coach and for 70 cents a mile keep it moving. The more people you have in the coach, the less is the cost per rider. If, for example, 60 people make the trip from Montreal to Toronto and return, the cost is only 1.3 cents a mile apiece.

The CN has faith in the day coach. The old saying that "The coach rider sitting up all night pays for the Pullman passenger" has some element of truth.

"The coach is our basic product," says Garth C. Campbell, manager of passenger research on the Maple Leaf system. "As long as a sleeping car can justify a hook-on charge, it adds to the prestige of train travel, creating a good public image."

In short, the coach is cake, the Pullman is frosting. "Beds to sleep in and tables to eat at" are part of the total concept of rail travel. But as Mike Bennett pointed out in this magazine last December, no railroad on our continent except the New Haven makes money on its dining cars.

One of America's most unusual "clubs" is this lower-level lounge on the Great Northern train *Great Dome Empire Builder*. The decor, including linoleum carvings and etched glass panels, is adapted from the Pacific North Coast Indians.
Great Northern Railway

One phase of day coach travel is often unprofitable; that is commuter service. I know of only three roads which occasionally break even: the Burlington, the Illinois Central, and the Chicago & North Western. And yet, paradoxically, more and more large cities are looking to the railroad to ease their highway jams during morning and evening rush hours. By subsidizing this service, metropolitan areas could save on costly freeway construction, because commuter trains and rapid transit lines haul armies of people at the lowest possible *total* cost.

In the Philadelphia area the Pennsy has put in service 38 new lightweight, air-conditioned, multiple-unit coaches on its suburban runs. Seventeen such comfortable, stainless steel vehicles have been added to the Reading's fleet of "MU" equipment, and the same road is electrifying its seven-mile Fox Chase branch to take care of its steadily increasing suburban patronage.

This service and equipment is partly underwritten by the City of Philadelphia, several suburban communities, and the Federal Housing and Home Finance Agency. Ultimately, the city and counties expect to save millions on the rail operations as an alternative to greatly enlarging superhighways at staggering costs. They are learning—what *Railroad Magazine* readers knew long ago —that rapid transit by rail is the cheapest, swiftest, and most practical mode of mass transportation.

The Milwaukee Road hopes to take the red out of its commuter runs with the purchase of 22 new bi-level coaches, which will provide the finest accommodations for suburban riders in Chicago. The tab? Four and a half million, including the installation of power-generating equipment on diesel locomotives.

With the opening of New York World's Fair in April the Erie-Lackawanna is making a strong play for a share of increased passengers. Because it has a longer route between Chicago and Manhattan than either the New York Central or the Pennsy, it offers a lower rate in addition to "train-as-hotel" excursions for Fair-goers. In the latter instance, sleepers are parked at the Hoboken Terminal for occupancy by passengers attending the Fair.

Incidentally, E-L has revived the legendary name *Phoebe Snow* by giving it to the *Erie-Lackawanna Limited*. The DL&W had used this shorter, easier-to-handle train-name prior to merging with the Erie. The name is picturesque. I can visualize the chaste, young, blue-eyed beauty—created by a publicity man 60 years ago—"whose gown stays white from morn till night upon the Road of Anthracite," meaning the Lackawanna, which in those days burned *hard* coal in its fireboxes, unlike the common practice on other systems. But I am not quite convinced that the Anthracite Gal's name, however pretty, fits a dieselized train.

HERE and there you find a railroad *re-instating* its passenger service to make both ends meet. This paradox is explained by another paradox: only antique equipment is involved. I have in mind the 15-mile Arcade & Attica in the rolling dairy country of western New York. The A&A had hit bottom financially and was about to quit when its clear-thinking president, Richard Cartwright, devised a plan to wipe out the deficit.

He bought a 1920-vintage 2-8-0 from the old Boyne City Railroad and four outmoded DL&W coaches. Then he advertised Saturday and Sunday steam excursions over the line at $1.50 a head for grownups and six bits for moppets. Traffic zoomed. The exultant Cartwright added an Escanaba & Lake Superior 4-6-0 to its roster to handle the crowds.

Right now the 1964 season is opening for tourist-attraction shortlines all over the country, including the A&A, and steam-hungry fans are flocking there with girl-friends, wives, kiddies, cameras, and tape-recorders. All of which comes under the heading of passenger business. (Additional details on the next four pages.)

But the classic example of a branch operating at a profit almost entirely because of its passenger runs is the Rio Grande's narrow-gage Durango-Silverton line. The popular "Train to Yesterday" in mountainous Colorado is filled to capacity all summer. As Robert Lewis remarked in *Railway Age*, "Looks like only crack streamliners and aging steamliners can attract riders nowadays."

You can be sure that the railroads of the United States and Canada aren't going to see their billion-dollar passenger setup go by default. (This figure includes head-end traffic: express, milk cars, and so on.) Not counting subway patrons and shortline fans, there are well over 310 million train-riders a year in English-speaking North America, of whom 116 million travel long distances; and this kind of business is worth fighting for. •

RIDE TRAINS FOR FUN

by Elliott Kahn

Don't miss a trip up and down the dramatic steep grade of Mt. Washington Cog RR. in New Hampshire. The engine is painted green with red boxes, gilt lettering, black boiler, and a silver front while the coach is painted silver with green ends.
Photo by the author, 75-48 183rd St., Flushing, N.Y. 11366

RAILFANS who hibernated during the cold weather are coming out of their caves and foxholes to ride trains again. They were dismayed, on buying the latest *Official Guide*, to find how slim it had grown.

But all is not lost. Even today you can plan a good all-rail vacation. In addition to standard railroads, there is a wide choice of off-beat shortlines. The *Guide* lists hundreds of trains running to places you have never visited or might enjoy seeing again—streamliners, all-Pullman luxury limiteds, locals, excursions, mixed trains (a few steam-powered), caboose rides, interurbans, mail trains, and narrow gage.

The term *narrow gage* naturally suggests Colorado, but if you live in eastern U.S.A. or Canada you don't have to go so far from home. The *Guide* indicates narrow-gage trips in the East, even in sleeping cars, both "straight varnish" and mixed—one of the mixed trains, in Mexico, runs on three-rail track!—and other unusual consists.

Actually, you don't need a vacation to ride trains for fun. You can do that any time you get a day off. You'll find hundreds of opportunities to go out and come back the same day or over a week-end. Some are listed in the *Guide*, others not.

It isn't enough for us to give the railroads our moral support by waiting around a station to see trains arrive and depart, or by taking pictures of trains while driving the family car or while standing beside the right-of-way. The kind of help they really need is financial. The best possible way for us to keep listings in the *Official Guide* is to ride the rails. No passenger train can continue to run very long unless people like you and me patronize it.

But the *Guide* doesn't tell the whole story. Plenty of interesting railroads and off-beat trains are not mentioned in it. This summer many roads will offer unlisted excursions to such destinations as ball parks, racetracks, other sporting events, museums, battlefields, conventions, restored villages, and especially the New York World's Fair. Also picnics and other rides just for fun. (Less than a century ago, excursion trains were run to public hangings, a popular form of entertainment in those days.)

Some carriers advertise rail rides combined with river or lake cruises, buses, cable lines, and so on. Unfortunately, the many off-beat passenger shortlines not listed in the *Guide* cater largely to motorists. You travel by automobile to reach them. These tourist attractions offer most of the steam-engine service left in America as well as all the old-fashioned trolley cars.

In addition to real jerkwater affairs with only a few hundred feet of track, some professional operations boast fine

The all-steam Reader in Arkansas' rolling hills is the nation's only railroad that operates mixed trains with steam the year round. Standing on the Reader's 11-spot we see John Martin, an Illinois Central hogger, and his wife Estela.

equipment and maybe several hundred miles of steel. In many cases you'll find unspoiled scenic grandeur, including the world's steepest non-cable-operated track and the country's last switchback lines. There are picturesque tunnels, too. A few railroads actually end inside mountains! But no city transit line appears in the *Guide*. Nor does any funicular cable railway that gives thrilling views from the top and is relatively unknown, even to enlightened fans.

All such lines are fun to ride and need your support. The roads itemized by states are particularly interesting. We omit the 41 midget railroads in North America's zoos because the *Information Booth* lists them, page 38.

Arkansas

Reader Railroad, very friendly to fans, links Reader with Waterloo, 47-mile 6-hour round trip, last regularly scheduled mixed steam train in U.S. Runs Mon., Wed., Fri. (not holidays but usually the day after a holiday), leaving 10:30 a.m. Sandwiches, etc., at terminals; picnic area in Waterloo. (See illustrated article in Aug. '63 Railroad Magazine.)

California

Calico & Odessa, run by Knott Berry Farm interests, is one-mile steam tourist road at old Calico mining camp in desert near Yermo, 30" gage, powered by 0-4-2T. Reach it by 36"-gage incline cable ry. Frontier town, museum, food.

Disneyland, at Anaheim, one of world's best amusement parks, offers monorail ride, also Santa Fe & Disneyland steam rr., 36" gage, 4 locos, frequent service all year 'round.

Ghost Town & Calico steam rr., 36" gage, runs at Knott's Berry Farm in Buena Park, plus frontier village, restaurant, museum, hobby shop, etc. San Francisco cable cars on display.

Municipal Rys. of San Francisco operate 3 different cable-car lines that are almost unique; also 5 regular streetcar routes, one including a long tunnel under Twin Peaks, with stops inside the tunnel.

Orange Empire Trolley Museum at Perris has over 50 electric cars on exhibit and on Sundays it operates both standard gage and the only 42"-gage passenger line left in the West.

Roaring Camp & Big Trees at Felton is a new 36"-gage line worked by a Shay and a Heisler. Its mile of track will be lengthened. (See photo.)

Hal Wilmunder's Antelope & Western at Roseville seems to have run into legal problems. Hal is building a new line at Camino but is unlikely to operate either line this year.

Colorado

Colorado Railroad Museum (see page 27).

Manitou & Pikes Peak Ry., connecting Manitou Springs with the top of Pikes Peak, one of America's 2 cog (or rack) railways, operates on 40-lb. rail at grades up to 25 percent. The 17.8-mile round trip, including 30 mins. at top, takes 3 hours and 20 mins., costs adults $5. Highest rail line in U.S., 14,110 feet above sea level, spectacular views. Diesel-operated, but you can see several old idle steamers nearby or on the property. Operation starts late in May, weather permitting, with train leaving 2 p.m., and will last thru most of September. In July and Aug. train leaves 9 a.m. also. (See photograph.)

Mount Manitou Incline Ry., situated almost next door to M&PP station, operates 2 mostly open "balanced" cable cars on grades up to 50 percent.

The most 36"-gage trackage in U.S., over 300 miles, is steam-operated by Denver & Rio Grande Western. Normally freight only, but from June 3 thur Sept. 30 two passenger trains a day, 5 days a week, will make 90-mile round trip between Durango and Silverton. It's an all-day ride. Last yr. 51,000 people rode it, despite remoteness. Same train sometimes hauled freight also. Scenery grand, equipment good, although the seats came from a scrapped bus. Wild West type town at Durango; museum, food.

Connecticut

Branford Electric Ry. at East Haven operates one of nation's largest trolley museums; wide variety of over 50 cars on the property. Riding an open trolley is fun. Line is open Sundays most of year but operations are on Sun. afternoons, April thru Nov.; also Sats. and holidays, Memorial Day thru Labor Day. Museum, refreshments, book stand, picnic ground.

Connecticut Electric Ry. at Warehouse Point operates a mile route in the woods, mostly trolleys; 25 cars (many in excellent shape) are there. Steam loco and coach run first and third Sats., Memorial Day thru Oct. Both open and closed trolleys run week-ends during that period. Round trip takes about 20 mins. Picnic area, refreshments.

Florida

Gold Coast RR. at Rockdale operates Sundays all year, 7-mile round trip with a Pacific and 3 cars, including caboose. As only 4 or 5 trips are made, you should be there well before one p.m. starting time, as train is almost invariably crowded; 50¢, kids 25¢. (See illustrated article in Feb. '64 Railroad Magazine.)

Six Gun Territory, near Silver Springs, runs a 36"-gage line 365 days a year; strictly an amusement park with newly-built equipment, including 2 steam 4-4-0's.

Georgia

Stone Mountain is now encircled by a steam railroad, the Stone Mt. Scenic, 30-min. ride, frequent service over 3 or 4 miles of track in warm weather. Its 4-4-0's hauled freight and passengers for years before being sent to Ga. from Louisiana.

Illinois

Chicago Transit Authority operates a variety of subway and L routes. Lake St. line, which runs partly beside C&NW right-of-way, is of special interest.

Several big roads serving Chicago run daily commuter trains 7 days a week, dozens not mentioned in *Guide*. Many towns and even branch lines serviced are not listed. Milwaukee Road also offers cut-rate summer excursions, all diesel-powered. Illinois Central operates large group of electric trains for commuters and racetrack fans.

Indiana

Indiana Ry. at Westport operates about a mile of track with steam 0-4-0T pulling old interurban car. Summer trips on Sun. Sometimes used is a track speeder with trailer, about the only one anywhere the public can ride.

Iowa

Numerous mixed trains on Rock Island, Burlington, etc., all listed in the *Guide*. Many caboose rides. Frankly, there is no better way to get close to railroad operation and personnel than on these trains, which are fast vanishing. The *Guide* does not list timecards for them, for good reason: they leave when the train is made up and crew ready to go, and stay at each town until their work is done. Check with agent and crew beforehand. You may need a sleeping-bag, as many trains go out one day and return the next. A copy of "Russell's Guide" (bus schedule) would help.

Fenelon Place Elevator Co. has an electric-powered cable ry. in Dubuque, where high bluffs section is partly on bluff. Ride cable cars and get a fine view. Midwest Central RR. operates about ½ mile of 36"-gage track at Mount Pleasant, a restored-village type of operation. Rail line only runs on week-ends.

Louisiana

Last non-PCC streetcars operating in America in local tansit are in New Orleans. N.O.P.S. runs 40-year-old trolleys, 10¢ fare, on St. Charles line on a grass-filled parkway strip alongside huge trees and bright azalea bushes.

Maine

Seashore Trolley Museum at Arudel, near Kennebunkport, largest of its kind on earth, contains trolleys from all over U.S. and some foreign lands. Property, including gift shop, is open afternoons on week-ends and holidays the year 'round. Cars run only between Memorial Day and Oct. 12 (daily July 1 thru Labor Day). (See photograph.)

Massachusetts

Edaville RR., 5 miles of 24" gage, near South Carver at thick end of Cape Cod, is granddaddy of all steam railfan lines in the East, in many ways the most interesting of them all. Its locos and cars are real old common-carrier equipment. The cranberry bogs it runs thru are worth seeing. Much rolling stock, many types, several gages, on display (steam, electric, gas, diesel). Two rr. stations, excellent museum of railroadiana, etc.; a "kiddieland," gift shop, chicken barbecue. Water shows, rodeos, other special attractions. Line is open week-ends, April thru Oct., daily June 15 thru Sept. 15. Fare 90¢, kids 40¢. Line is open also late afternoons and evenings in cold weather daily from Thanksgiving Day thru Jan. 1.

Hitch, Twitch & Wiggle RR. at Charlemont also is 24" gage but otherwise unlike Edaville. All equipment home built; loco burns wood; 10¢ ride is only twice around 300-ft. loop.

A third 24"-gage road, Pleasure Island & Western, is located near Wakefield; typical amusement-park loop, over a mile long, using Edaville equipment.

No. 578 (ex-N&W 4-6-2) pulls train for public rides at Ohio Ry. Museum in Worthington. Don Ray, one of the Museum members, is coupling a water line on her for the coming season.
Dave Bunge, Columbus, Ohio

MTA operates Boston's subway-elevated rapid transit and runs trolleys partly over right-of-way of former steam railroad into suburbs.

Michigan

Marquette & Huron Mt. RR.: steam mixed train every a.m. and afternoon in summer, Marquette to Big Bay along Lake Superior rim, 52-mile round trip, about 3 hrs.; $3.50 (kids $2). Eleven steamers on property. Line hauls frt. also.

Missouri

Bi-State Transit System runs streetcars in St. Louis, a city famed for Union Station.

Montana

Lewis & Clark Caverns State Park runs 1½-mile gas-powered rr. and incline railway.

New Hampshire

Blackmount & Haverhill operates small steam loco and one combine at Blackmount, Haverhill Township, on a reconstructed ex-B&M branch.

Clark's Trading Post, North Woodstock, operates geared steam woodburner (see photo) and one combine at North Woodstock on ½-mile White Mt. Central Railroad; also White Mt. Traction, rr. museum, zoo, trained bear, souvenir shop, etc.

Monadnock Northern RR., billed as being in Vermont, really is across river from Bellows Falls, Vt., at North Walpole, N.H. We don't know yet if it will run east in N.H. this summer or west in Vt., but run it probably will. On display are over 20 steam locos, several dozen old coaches, cabooses, snowplows, other cars, including a diner which may be busy this summer. Round trip of 20 miles or so takes 2 hours, $1.99, kids 99¢. Trains usually depart week-ends and holidays at 11, 2, and 4. Daily service, last week in June thru Labor Day. Lunch stand, picnic tables, gift shop; also lunchroom in Bellows Falls depot.

Mt. Washington Cog RR. near Bretton Woods offers one of the globe's most spectacular panoramic rides. It is the world's first cog (rack) rr. and still the steepest (up to 37 percent grade). All steam with a unique loco. For $4.95 (kids $3) you get a little over 8-mile round trip, Restaurants and gift shops at both terminals; hotel atop highest mountain in East; rustic cabins at Base Station. (You may need sleeping-bag.) Trains run about every hour. Round trip advertised at 3½ hours; take more time to enjoy the sights. (See photo.)

New Jersey

Pine Creek RR. near Freehold is a small loop, 36" gage. Its operating Shay is the Shay nearest to several big eastern cities. Other equipment in museum.

Delaware Valley Shortline Museum near Berlin is small, with 4 trolleys, picnic tables. Admission free but accepts donations.

Port Authority Trans-Hudson's main reason for being is New York City, but we list it under New Jersey because its shops, most of its track, and all its open-air operations are there. This rapid-transit line makes frequent daily runs from 2 New York branches to Hoboken, Jersey City, and Newark. For the railfan it offers an inexpensive way to view the Pennsy's Meadows Yard and adjacent Erie-Lackawanna's Harrison Yard and industrial rr. of Koppers Co. at Kearney.

Centerville & Southwestern at Roseland, with track gage of only 9-7/16", is very busy Sats. and holidays, May thru Oct. Line's pride is a 2" scale model of a Lackawanna 4-8-4, handsome live-steamer. Four gas-powered "diesels" work. The cars you ride are scale models of reefers and boxcars without roofs, or the so-called parlor cars. Becker Dairy Farm open to public.

Public Service Coordinated Transit, once a large interurban, is now a bus company but still operates one rail line in Newark, called the subway.

New York

Arcade & Attica, common carrier, runs steam pass. trains Sat., Sun., holidays, May thru Oct., 4 trips a day, each 15 miles. Operation starts at Arcade. Fare $1.50; half rate for children.

Mt. Beacon Incline Ry. at Beacon, the state's only cable line, gives lovely view of Hudson River Valley.

Freedomland in Bronx section of N.Y. City is large amusement park. Ride horse-car, also 24"-gage steam rr. with Edaville equipment, and a monorail.

Leatherstocking Line near Cooperstown (home of baseball) operates small tank engine and 2 amusement-type coaches in amusement park.

Long Island RR., Sun. excursions to many points of interest, including combination train-boat-bus tours to historical Connecticut sites. Different trip every Sun. Trains lv. Jamaica but connect with regular runs from N.Y. or Brooklyn. Usually diesel, sometimes RDC cars or elec. MU equipment. Frequent fast service to N.Y. World's Fair from Penn Station, 50¢ each way. (Same trip to 1939 Fair cost 10¢.)

Middletown & N.J. Ry., thru facilities of Empire State Ry. Museum, offers pass. service behind steam power, 11-mile scenic round trip, $1.25 (kids 75¢), Middletown to Slate Hill. Season starts Memorial Day, then Sundays till July 4, then Sat. and Sun. thru Labor Day, then Sun. only thru Oct. 11.

N.Y. World's Fair in the Flushing, Queens, part of N.Y. City, opens April 22, including $1 monorail ride, transportation display, etc. (Railfans visiting city for the first time will get a big kick out of riding subway-el trains, 15¢ fare.)

Rail City Museum at Sandy Creek; 1½ mile museum line is steam-powered but much electric equipment is on display. Also old station, railroadiana, gift shop, various amusements.

North Carolina

Cherokee Wonderland RR. at Cherokee in the hills is short steam excursion line, 36" gage.

Highlander RR. is much longer, standard gage, 2 usable Heislers. Kiddie rr. also on the permises.

No. 4 is woodburning Heisler at Clark's Trading Post, North Woodstock, N.H.
Photograph by the author

Built in Switzerland and photographed in the Alps on a test run, this combination engine-coach is now operating on the Pike's Peak cog rail line in Colorado.

Mrs. Fred W. Lewis, 43 John St., St. Thomas, Ont., Canada

Canadian National steamer 6167, pulling a railfan excursion, made a coal and water stop at St. Thomas, which no longer has a water tower or coal dock. She took on water from a hydrant with the aid of city fire and water departments, while a local coal company (for which Mrs. Lewis works) supplied coal in the manner shown here. Gandy dancers helped to build a ramp of railroad ties, on which a fuel conveyor was hoisted. Then a dump truck backed up and filled the coal tender.

Old 97 at Frye Lake, near Concord, is small standard-gage line in scenic country with one small steam loco, 2 cars.

Tweetsie RR. is larger line, 36" gage, in hills, with equipment that once served the famous East Tennessee & Western North Carolina and a loco from White Pass & Yukon.

Ohio

Cedar Point Amusement Park near Sandusky operates a short 36"-gage loop with 3 Louisiana plantation locos and Rio Grande flatcars converted into open coaches.

City of Shaker Heights operates a rapid-transit trolley line from 2 branches in its city to Cleveland's Terminal Square.

Cleveland Transit System is particularly interesting to railfans because its entire route is alongside right-of-way of other railroads.

Ohio RR. Museum near Worthington is the only museum operating steam, trolleys, and gas-electric power. Mile line runs on right-of-way of an abandoned interurban. (See photo.)

Columbia Park & Southwestern operates daily over 1¼-mile line at Olmstead Falls with interurban and city-type equipment.

Toledo Electric Ry. in Toledo, privately owned by Willard B. Edson, is a 24"-gage line that offers rides to public Sundays and holidays. Main line 416 feet; 6 cars built especially for it.

Oregon

Glenwood Electric Ry. serves a public picnic ground of 26 acres near Glenwood. Line is open daily from 10:30 until sunset, Memorial Day thru Thanksgiving, except in bad weather. Main line over 1000 feet long. Trolleys, except an Australian open car, are from West Coast.

Veronia, South Park & Sunset Steam RR. at Banks promises to begin operation this June. While line has its own modest yard, operations will be over SP&S tracks. Its refinished coaches are ex-Oregon Electric interurbans that last saw service on the Pacific Great Eastern.

Pennsylvania

Arden Electric Ry. is the nation's only wide gage museum line (5' 2½") which has over 3000 feet of track in service. Operation is on Saturdays, beginning about Memorial Day and ending October. Some standard-gage track and trolleys also are on the line.

Ashland Community Enterprises operate a 36"-gage line in scenic countryside to the Pioneer Mine. Steam trip from Ashland; visit inside coal mine.

Carroll Park & Western near Bloomsburg has unusual gage of 4 feet. Located in mountains of eastern Pennsylvania, on busy days its 2-4-0 and a Climax (last one built and one of the few in operation) run alternate trains of varied equipment. The 3-mile round trip takes about 30 mins., costs 55¢ (kids 40¢). Picnic tables; Refreshments available in real work-train kitchen car. Other rolling stock on exhibit. Operates week-ends in May, June, Sept., Oct.; daily July and Aug.; 10 a.m. till dark.

East Broad Top RR., 36" gage, runs from Rock Hill Furnace on 10-mile round trip to picnic grove. Lunch stand, gift shop in old depot; 3 Mikados in service, 3 others in roundhouse with gas-electric car. Train has open and closed coaches and a famed business car that you can ride for 25¢ extra. Week-ends June thru Oct.; daily July and Aug.

No. 303 of former Winchester Street Ry., painted apple-green with white trim, at Seashore Electric Railway Museum near Kennebunkport in Maine.

Photograph by the author

Inclined Plane Ry. at Johnstown runs up a 71 percent grade to town of Westmont. Track gage is about 12 ft. Cars are unusually big for an incline railway. 33 ft. by 15½ ft. Autos are carried up the 867-ft. run. Originally built in 1889, the line still runs daily and every half-hour or more often as traffic demands.

Monongahela Incline Railway at Pittsburgh is similar but smaller than the above and offers wonderful views of the area.

Philadelphia Suburban Transportation Co. is perhaps the last common carrier in the U.S.A. that operates both standard- and wide-gage (5' 2½") trains. The latter runs to Ardmore, Media, and Sharon Hill on various branches, all trolley-operated. Third-rail standard-gage line to Norristown is the new home of North Shore Line Electroliners. (See "Transit Topics.")

Philadelphia streetcars and el-subway lines are well worth riding, especially if haven't done so already. Same applies to Pittsburgh Rys., largest all-PCC operation in the country.

Railways to Yesterday operate from East Broad Top station in Rock Hill Furnace. Unlike the EBT, the gage is standard. Line operates same days as EBT, usually with an old Johnstown streetcar. Some interurban cars on display.

Reading RR. will run 2 Iron Horse Rambles with steam giants 2100 and 2102, class T-1. Both round trips Saturdays: May 2, from Philadelphia and Reading, Pa., to Gettysburg battlefield. May 16, from Bethlehem and Allentown to West Milton, Pa. Get details from Passenger Dept., Reading Terminal, Philadelphia, Pa. (If steam excursions are well patronized, others will be scheduled later.)

Seldom Seen Valley Mine is a coal mine open to public at St. Boniface. Electric railroad carries you 2200 feet into mountain, where children can dig a sample of coal and the art of mining is explained.

Strasburg RR. (pictured on front cover) is a common carrier that takes you from East Strasburg to Paradise, Pa. Owns America's last operating Camelback, which runs only on real busy days like July 4 and Labor Day week-ends, when trainloads of nearly 500 people are carried hour after hour. Displays two 4-4-0's. The Strasburg is mainly worked in spring and summer by an ex-Canadian National 0-6-0. Much interesting stock in use or on view. Summer trains run almost every hour after 11 a.m. until 6. p.m. at $1 round trip, 25¢ more in finely-restored old PRR coaches.

Wanamaker, Kempton & Southern runs 3 miles north from Kempton to Wanamaker over an abandoned Reading branch. Although opened only last year, it was perhaps the most smartly run of all the "fun" trains. Each train seemed to be right on time, hourly every afternoon. Picnic grove. Nostalgic whistles of several steam locos are most pleasant to hear. Two actual old wooden stations at Kempton, lunch counter, gift shop.

York Southern is the name of a group that takes over the Maryland & Penna. RR. every week-end and holiday. Last year trains were run over the twisting line from York behind Ma & Pa diesel. The line now owns a 4-6-0 steamer. Season starts May 4, with 9 a.m. departure for Delta. The 67-mile round trip takes 4 hours, costs $4 (kids $2). At 1:30, 3 and 4:30 an 18-mile round trip to Red Lion is offered at $1.75 and 90¢. Schedule holds Sundays thru Oct. 25. Saturday trips also, July 13 thru Sept. 7. To Red Lion ½ hour earlier.

South Carolina

Palmetto State Ry. operates small steam loco and train in King's Mountain State Park.

South Dakota

Black Hills Central offers 8-mile round trip with 36"-gage steam over 3-rail track; also 10-mile round trip over standard-gage in opposite direction, both from Hill City. All runs are on a Burlington branch. Seven steamers of both gages are either in service or on display, 14 passenger cars available.

Tennessee

Lookout Mt. Incline Ry. runs up its namesake not too far from Chattanooga, using cable funicular line.

Rebel RR. is a 36"-gage museum-type line in a prettty setting. Its Mikado loco once ran in Alaska and the Yukon. Three old standard-gage engines are located near the property, used as signboards.

Texas

El Paso City Lines operate the only international streetcar route in U.S.A. with PCC cars, running between El Paso and Juarez.

Leonard's Department Store in Ft. Worth operates a partial subway trolley from its parking lot to its large store, using air conditioned PCC cars, about ½ mile.

Six Flags Over Texas, an amusement park at Arlington, operates 36"-gage road as one of its attractions. Its steamers came from Louisiana sugar plantations, but its cars look as if their mother had been frightened by a merry-go-round.

Virginia

Frontier City at Virginia Beach uses midget 4-4-0 (see article in Dec. '63 Railroad Magazine).

West Virginia

Cass Scenic RR. operates in beautiful, rugged area. At present only a little over 4 miles of the 25-mile line is in repair and used, but even this section has up to 7 percent grades and one of few remaining switchbacks and Shay locomotives. Ride starts at Cass, costs $2. (tots $1). Service starts June 14, runs daily except Monday and Tuesday, thru and including Labor Day.

Beckley Exhibition Mine has narrow-gage electric line running inside a coal mine at New River Park, Beckley. Open daily in summer, week-ends in spring and fall; 900-ft. ride costs 75¢ (kids 35¢).

Wisconsin

Mid-Continent Ry. Museum offers 9-mile round trip from North Freedom with steam power on week-ends, Memorial Day thru Oct.; daily service July and Aug. At least 2 steamers are operable; other equipment on display.

Peppermint & North Western runs at Peppermint Farm in Waterford, 36" gage. Steam loco once ran in Alaska.

Wisconsin & Yesterday is the name of National Transportation Museum's shortline at Green Bay. Frequent service. On display is just about everything on wheels from a bus to a Union Pacific "Big Boy."

Riverside & Great Northern runs at Wisconsin Dells, uncommon gage of 15", over 2½ miles, beautiful country and oldtime village, 20-min. ride, 3 or more steam engines.

Canada

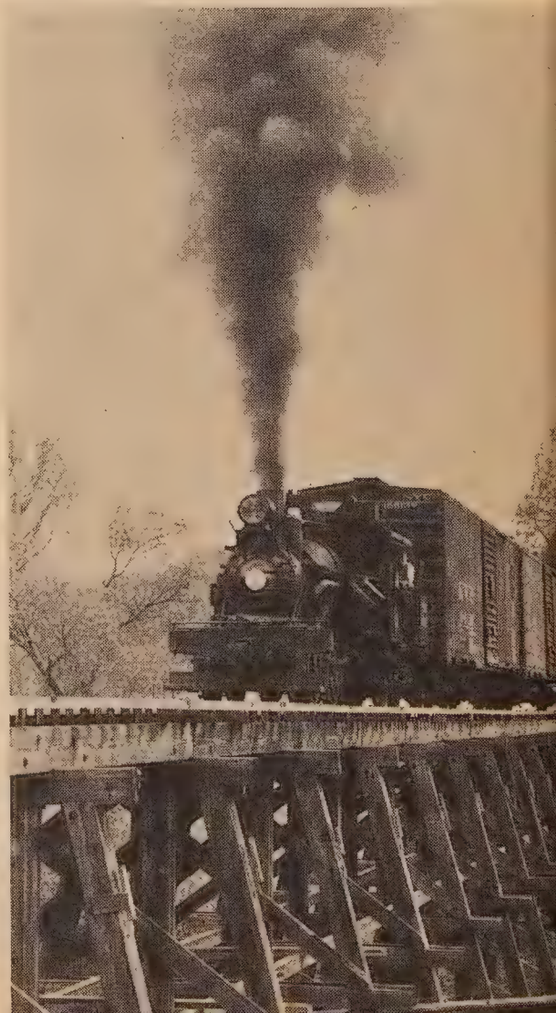
Toronto Transportation Commission operates a lcrge amount of both streetcar and subway rapid-transit service in Toronto. Much track and equipment is new or quite recent.

Canadian Historical Ry. Museum is building an operating line at Delson, Que. At present several electric cars and steam locos are only exhibited.

Ontario Electric Ry. Historical Asso. likewise hopes to be an operating line in the not-distant future, but so far has only a few cars on display at Rockwood, Ontario. ●

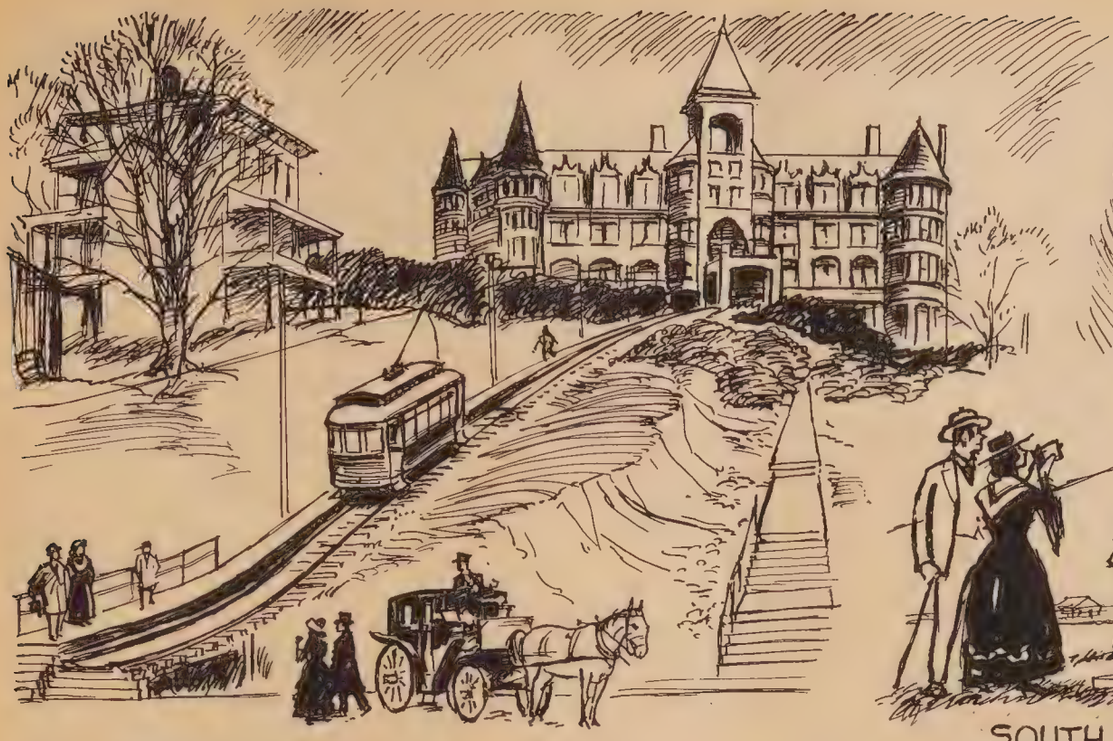
Photo by Karl R. Koenig

Nation's oldest active steamer, 63-year-old Heisler, hauled freight as pictured below but is now on passenger run on Roaring Camp & Big Trees Narrow Gauge Railroad at Felton, California.

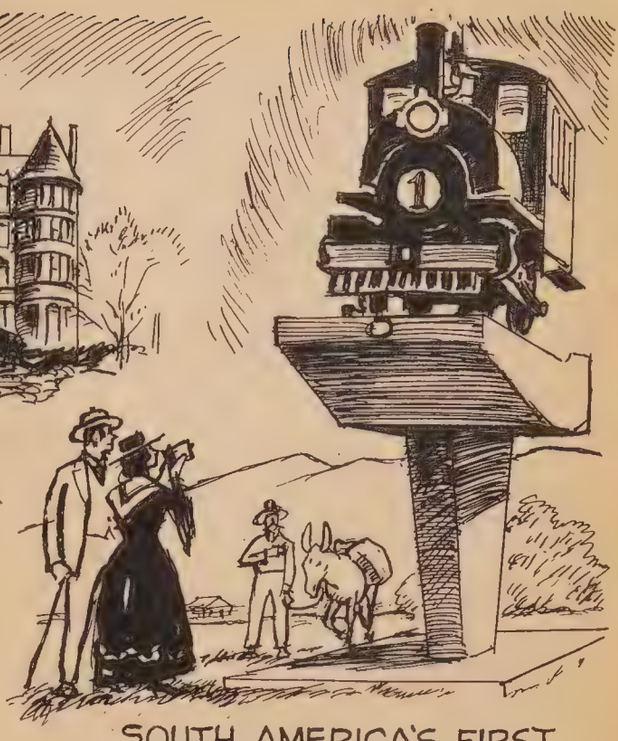


ALONG THE IRON PIKE

by Joe Easley



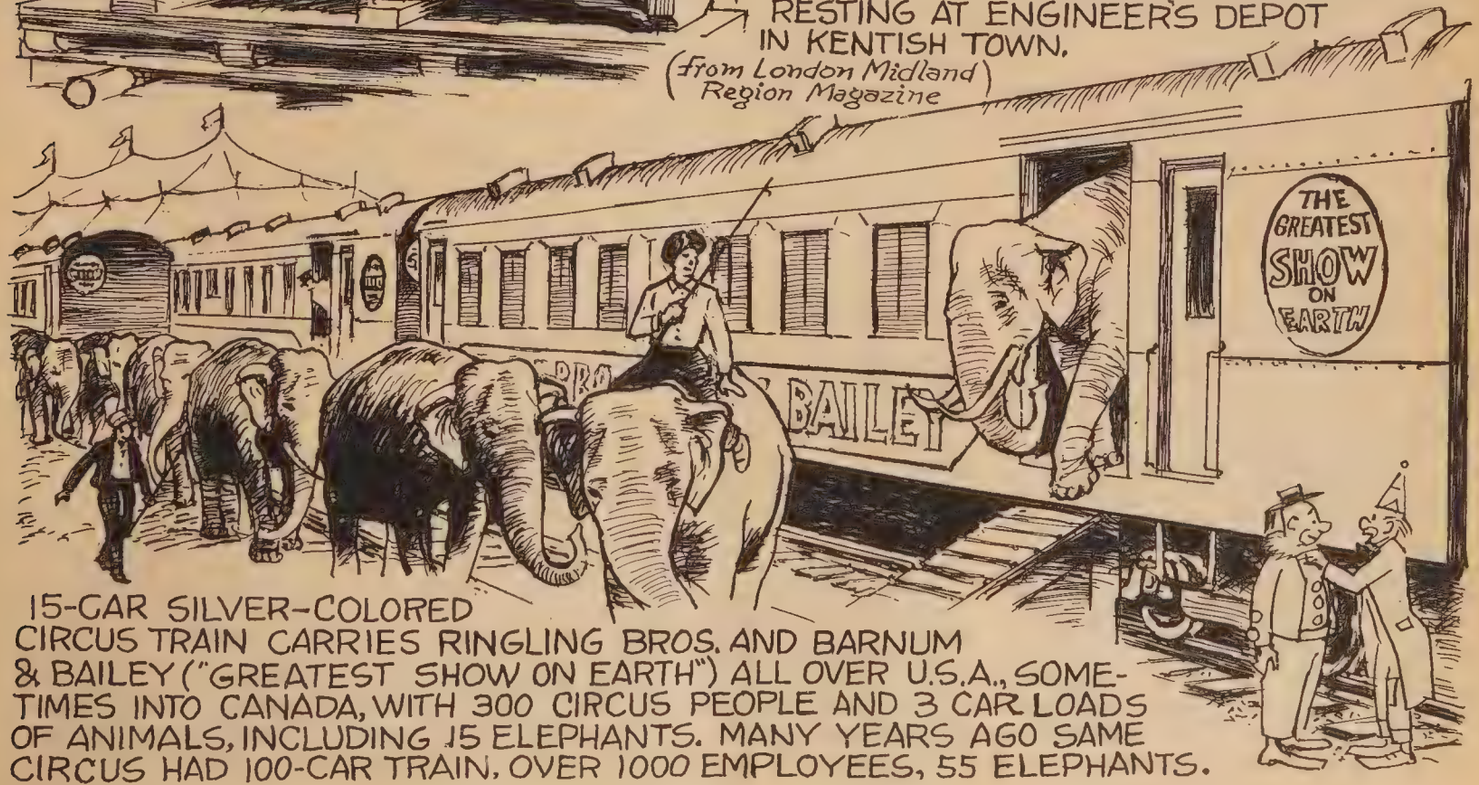
ONE OF THE WORLD'S SHORTEST STREETCAR LINES RAN IN SEATTLE, WASH., ABOUT 60 YEARS AGO, WITH A COUNTERBALANCE, BETWEEN 3RD AVENUE AND PINE ST. AND WASHINGTON HOTEL ON THE HILL. (*H.R. Korman, Longview, Wash.*)



SOUTH AMERICA'S FIRST LOCOMOTIVE, 0-4-0, HAS BEEN RESCUED FROM BLOW-TORCH AND SET UP ON CONCRETE PEDESTAL AT MEDELLIN, COLOMBIA.

ERECTED 1852, STATUE OF GEORGE STEPHENSON, PIONEER LOCOMOTIVE BUILDER, LOOKED DOWN UPON TRAVELERS IN EUSTON STATION, LONDON, ENGLAND, FOR ABOUT 110 YEARS. OLD STATION WAS RAZED RECENTLY. SINCE THEN THE TALL DIGNIFIED FIGURE HAS BEEN RESTING AT ENGINEER'S DEPOT IN KENTISH TOWN.

(*from London Midland Region Magazine*)



15-CAR SILVER-COLORED CIRCUS TRAIN CARRIES RINGLING BROS. AND BARNUM & BAILEY ("GREATEST SHOW ON EARTH") ALL OVER U.S.A., SOMETIMES INTO CANADA, WITH 300 CIRCUS PEOPLE AND 3 CAR LOADS OF ANIMALS, INCLUDING 15 ELEPHANTS. MANY YEARS AGO SAME CIRCUS HAD 100-CAR TRAIN, OVER 1000 EMPLOYEES, 55 ELEPHANTS.

BOB RICHARDSON

HOMING pigeons made Robert W. Richardson a railfan. When he was a kid living in Akron, Ohio, a pigeon fanciers' club hired him to take the crated birds to various points and release them, giving Bob a chance to ride steam and interurban lines and paying all expenses. Bob liked these travels so much that he gradually gave more and more attention to trains. As a teen-ager he often drove a Model T to places where he could watch railroad operations. Like many other boys, he was fascinated by these things.

"But I never thought of taking pictures until I began reading *Railroad Magazine* in 1931," he says, "and I plunged into railroad photography that year on the last run of the Ohio River & Western narrow-gage."

Born May 21, 1910, at Rochester, Pa., the son of a plumber and steamfitter, he grew up in Akron within a few blocks of Union Station. The pigeons, the magazine, and friends about town turned him into an active railfan. With fellow hobbyists he toured the vanishing interurbans of Ohio and adjoining states and the lumber shortlines of northwestern Pennsylvania, taking pix and storing up impressions.

In 1958 he moved to his present address, Box 641, Golden, Colorado, a suburb of Denver, settling down in a farmhouse built nearly a century ago at what is now 17155 West 44th Avenue, on Route 58.

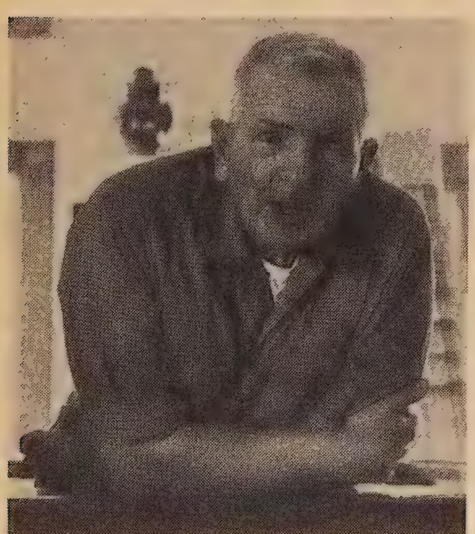
"My biggest thrill," he tells us, "was riding atop a caboose on the narrow-gage Rio Grande Southern over Lizard Head and Ophir Loop. It reminded me of a roller-coaster. But my most dangerous experience was a regular run on a Texas Electric car when the motorman carelessly overlooked a meet order and didn't notice it until a trolley freight unexpectedly appeared on the brow of a hill! My happiest moment must have come last August when No. 346, a 2-8-0 on display at my Colorado Railroad Museum, lifted her pops in her first steam-up in 14 years—an event I'd never thought would happen."

The 346 (Baldwin '81) is probably the oldest engine extant in Colorado. She served the Denver & Rio Grande Western, the Colorado & Southern, and the state's last lumber road, between Dolores and McPhee. Among other Museum exhibits are a slim-gage 2-8-0 (Baldwin '96), veteran of the Florence & Cripple Creek and D&RGW, and a standard-gage Consolidation, No. 583, from the old Southern San Luis Valley and the D&RGW. Also on display are two trolleys owned by the Rocky Mountain Railroad Club, freight and passenger cars, and the *Galloping Goose,* a silver, black, and orange motor car of the RGS that carried passengers, mail, and express.

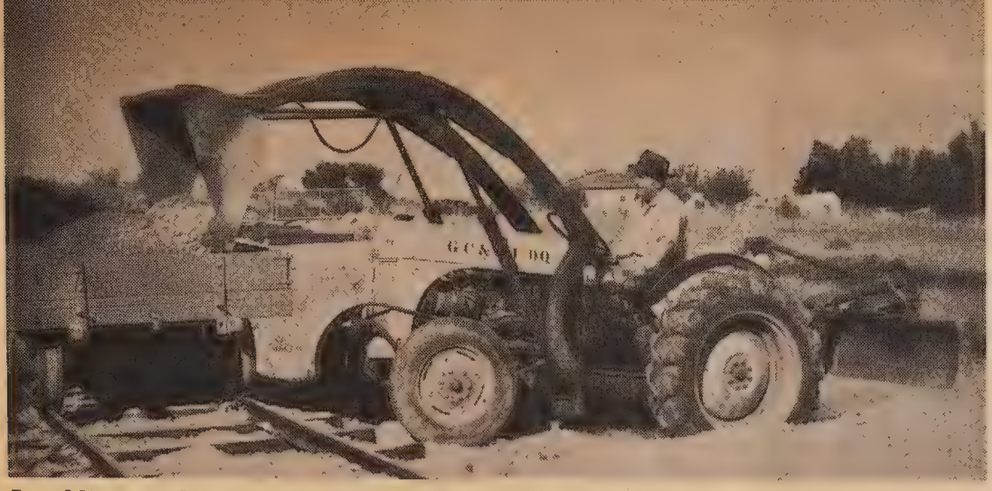
Bob has offices in a structure that looks like an oldtime railway depot and houses a large and varied collection of photos, models, tickets, posters, timetables, train orders, and so on. Outside stand a venerable water tower and a few buildings used to store tools and equipment. The Museum is open all year 'round. Its operating cost is heavy. For example, Bob recently wrote out a $6200 check to the Burlington for moving to his property a big 4-8-4, No. 5629, that the road had given to the National Railway Historical Society.

Getting back to the 346: Bob bought her from a junk dealer who was about to cut her up. Despite almost superhuman difficulties, he moved her to Alamosa, where he was then operating a motel prior to founding the Museum.

"Even then," he recalls, "I wouldn't have had more than the engine and a caboose on display outside the motel if the Colorado State Historical Society hadn't turned down most of the RGS records from 1890 to 1952 and the road instructed a watchman to burn them. But instead of kindling a bonfire, the old fellow sold them to me for a song. Thus I acquired two narrow-gage



Bob has a gnomelike expression facing the camera and working in his museum.



In addition to his many other jobs, Robert W. Richardson is a one-man track gang.

boxcar loads of mixed-up files, most of them junk of no interest to anyone, but I had to sift out the worthwhile papers before I could destroy the trash."

Well, sir, Bob spent five long years of spare time sorting out and reading those records. "Never before or since," he says, "have I read so much interesting material. It not only covered railroad operation in the Colorado mountains but gave me an insight into people and their ways of life."

Besides the documents, the dismantler sold him tons of other RGS items such as a monstrously heavy three-way switch, about 75 switch-stands, four freight cars, an engine, a caboose, and the *Galloping Goose*. With all these relics on hand, Bob just had to exhibit them, and thus established the Museum.

Our friend soon learned that railroad companies do not give old things away, often don't even sell them; but now and then sympathetic employes cooperated in his search for additional railroadiana. One man outsmarted a hostile superintendent by selling him all the siding signs on an abandoned division.

As soon as railfans learned about the Museum, they swarmed around like bees in honeysuckle. Some cooperated in laying track and restoring and setting up the exhibits. A few caused trouble, probably from greed and malice. One guy broke open a boxcar to steal certain items and left the door open, ruining much material. But mostly the fans were helpful, and the Museum soon gained popularity, becoming one of the state's outstanding points of interest.

"The displays I like best," Bob confides, "are the locomotive headlights of various types and sizes. Those I prize most are rusted specimens from narrow-gage train wrecks in the mountains."

He gets a lot of satisfaction from this preservation of historical relics that gives pleasure to many people. But what will happen to the Museum eventually, when he passes on, we don't know. We hope it doesn't meet the fate of the late Paulsen Spence's Louisiana Eastern. For Bob Richardson has no children. He never married.

"No woman would stand this life, surrounded by such a collection," he says wistfully. "My only house companions are two cats, Tiger and Itty, which are spoiled and overfed by Museum visitors and week-end volunteer workers. My biggest mistake was not getting married."

Maybe he'll still find a wife. (Available women, please note!) Bob is nearly six feet tall, solidly built, mild-mannered, and interested in the opposite sex. His philosophy of individualism and *laissez faire* make him easy to get along with. A nonconformist in some ways, Railfan No. 20 has little use for TV or commercialized sports. His sense of humor is, at times, almost sardonic. He eats nearly anything but substitutes saccharine for sugar, does not smoke, and keeps physically fit by trackwork, swimming, and other outdoor activities.

Bob does considerable reading and research. He is devoted to steam power and regards diesels as useful, efficient machines.

"He's so modest," according to his associate, Cornelius W. Hauck of Cincinnati, "that he prefers to stand back and let others take the spotlight. He is friendly, too, but gets angry with men who repeatedly take without giving in return. Like an elephant, he never forgets. His worst fault, I think, is trusting people too much."

Another of his bad habits is procrastination. But that's understandable. With so many details to handle and such a mountain of mail to answer, any magazine editor would sympathize with him.

"My ambition," Bob says, "is to get the Museum and Iron Horse Motel functioning so smoothly that I can loaf a while. I'm really the manager, janitor, handyman, section hand, storekeeper, master mechanic ,yardmaster, bookkeeper, and secretary to myself."

He has written articles for *Railroad Magazine*, philatelic journals and *Trains*. For four years he edited *Linn's Weekly Stamp News*. He devours books on railroading, also history and biography in the general field. At one time he seriously considered becoming a history teacher.

During World War II he served in the U.S. Signal Corps, which kept him around some interesting railroads. One Thanksgiving Day he incurred suspicion by riding a mixed train on the NC&StL instead of spending the holiday with his Army buddies. Later in Iran (the old Persia) he spent so much time wandering happily around railway installations and riding switchers that some fellows looked upon him as a harmless nut.

For a while Richardson worked in the Ahwaz station, where the temperature soars to 160 degrees and you wear gloves to avoid burns from grab-irons. He was probably the only GI to learn the native language, which he studied to read about the Trans-Iranian Railway in local newspapers.

Bob's pet peeves include stuffed-shirt hobbyists who take themselves too seriously and brass collars who belittle railfans. Also railbook authors who turn out error-filled volumes, due to lack of research. In addition, the list includes fans who infer that privately-owned museums have hidden gimmicks to make the 16-hours-a-day proprietor rich, and people who pose as "do-gooders" to hide their chicanery, and "vandals" who burn or otherwise destroy interesting old things.

No. 20 enjoys both *Railroad Magazine* and *Trains* but dislikes their book-review policies. "A review should state specifically what is good and bad about a book," he says, "which those two magazines often fail to do. *Railroad's* handicap is too small a staff. It needs help to check on facts and proofreading. *Trains* has more polish, as befits a slick paper, but its polish becomes annoying at time in its choice of pictures. I detest the blurred 'arty' type photos that *Trains* occasionally uses."

Bob goes in for shortlines, off-beat train rides, small locomotives, and unusual cars. He has ridden mixed trains in half of the 50 states. His offset-printed magazine, *Iron Horse News*, filled mostly with steam lore, is available free: six issues to anyone in return for six long, self-addressed, stamped envelopes. It is a small publication well worth reading.

The Museum has one-third of a mile of narrow-gage track including a 4 percent grade, over which steam trains and sometimes the section motor cars operate for approximately one week-end each summer month (July 4th, early August, and Labor Day week-end).

(No. 21 will be Arthur Dubin, author of a new book, *Some Classic Trains.*)

Steam Days on the WESTERN MARYLAND

by Bert Pennypacker

Symbol of steam power: WM water tower that stood for years at Thomas, W. Va.
H. Reid, 8549 Wayland St., Norfolk, Va.

HIGH in the rugged Alleghenies west of Cumberland, Maryland, billowing clouds of bituminous coal smoke drifted skyward to reinforce the early morning haze a little over ten years ago as a triple-headed fast freight stormed uphill and westward from the Potomac River valley toward Connellsville, Pennsylvania.

A handsome, big-boilered, 4-6-6-4, simple articulated engine worked the head end while, coupled into mid-train, a 2-10-0 clawed the dew-laden rails for secure footing as sand flowed freely under her ten 61-inch driving wheels, and another Challenger type shoved lustily against the bright red caboose. The Western Maryland was putting on a show.

What a memory! What a magic combination of sights and sounds and railroadish smells to those of us who stood beside the right-of-way, Speed Graflex in hand, watching the performance and thrilled by the onslaught of steam and steel on the mountain barrier.

I glimpsed the bulky-framed Charley Youngmeyer, the lead engineer, as he leaned out his cab window to study the situation while manipulating the throttle and sanding levers. It was a ticklish job to nudge a 4-6-6-4, class M-2, up and over the tough grade that slanted out of Cumberland at 1.75 percent for twenty-one grueling miles.

Youngmeyer *may* have been conscious at that time of the scenic grandeur in the Cumberland Narrows, the sweeping horseshoe arc of Helmstetter's Curve, and the towering majesty of the Big Savage Mountain—but I doubt it. There were more urgent matters to occupy his mind. The veteran hogger had to work constantly to maintain a semblance of good adhesion for a dozen 69-inch drivers that skidded now and then. Even with three powerful locomotives, the 4800-ton train was fighting hard. I will always remember that day.

Although the Western Maryland pampered its steam fleet, possibly to a greater extent than any other railroad, such operating men as Charley Youngmeyer voiced dissatisfaction with the poor performance of the 4-6-6-4's.

"Every trip out of Cumberland was like teaching a baby to walk," Youngmeyer recalls, "and those 300-ton babies seemed to keep falling to their knees. The high horsepower and speed concepts of M-2's were not suited to climbing steep hills."

He remembers their overall slipperiness, the nosing of their front set of drivers, their frequent damage to track, and the times his trains stalled on the big hill.

"Heaven help you if the sand pipes clogged up!" he says. "I once left Cumberland with nearly empty sand domes. That was in wartime when the overworked roundhouse boys didn't always get sand loaded on the servicing track. Well, sir, we stalled all right, and after two attempts to start, we broke the train and doubled the hill to Deal."

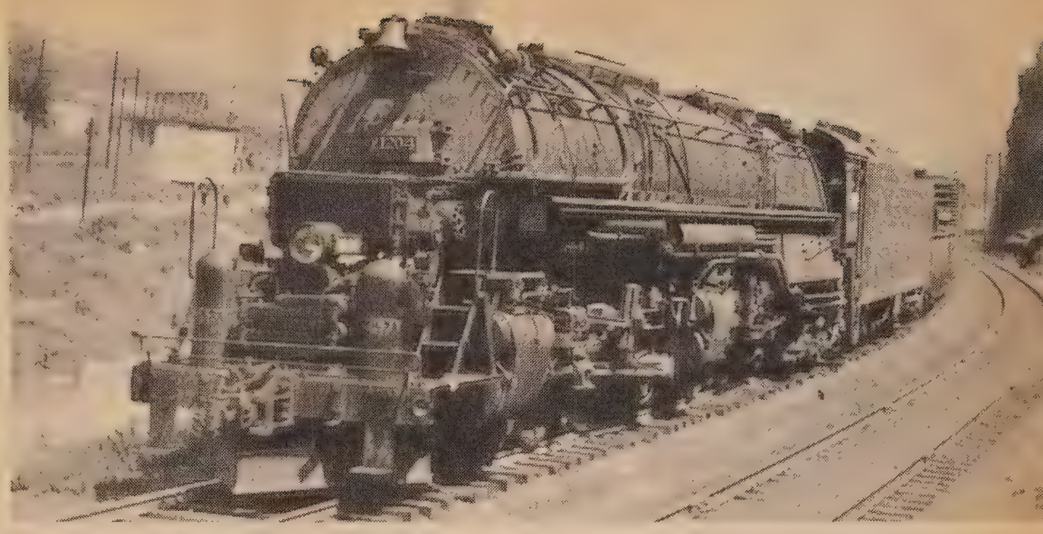
The Western Maryland's 4-6-6-4's, numbered 1201 through 1212, with huge yellow lettering and thick striping like all power on the road, were a joy to behold. Rarely indeed did you see a

WM steamer of any kind that was dirty or mechanically imperfect.

Deep-throated chime whistles of the 1200's filled my ear drums with dulcet tones that may have been echoes bounced off rocky cliffs or siren calls wafted across the level country by gentle breezes. The road's largest coalburners, Baldwin-built in 1941, boasted a tractive effort of 95,500 pounds and a potential horsepower of 6345 at about 50 miles per hour. A single 4-6-6-4 could wheel only 1600 tons westbound up out of Cumberland, but the favorable eastbound 0.3 percent descending grade allowed 10,500 tons in drag service. The M-2's were much faster than the older and highly dependable 2-10-0's. Even so, both types had the same tonnage rating, or pulling capacity, which did not speak too well for the articulateds.

One of the road's earliest engines, the *Canary*, a 12-ton pigmy with two driving wheels, hauled material for building the first segments of WM main line out of Baltimore in the late 1850's. Shortly after the Civil War began, a group of hotheaded Baltimore citizens wishing to join the Confederacy captured the *Canary* and forced her engineer, William Morgan, to take them about 18 miles to the end of track at Westminster, Maryland.

Then there's the story of a Philadelphia & Reading hogger named Fleagle who became so infatuated with the beauty and operation of his road's famous Camelbacks that he left the P&R in the 1890's and bought himself a double-cabbed 4-4-0 from Baldwin for about $12,000. According to G. R. Haworth, a retired WM vice president and general manager, who recalls the incident, Fleagle then went to work for the Baltimore & Harrisburg and leased his engine to that shortline for $75 a month on condition that only he could run her. Years later, the Western Maryland took over the little B&H. Fleagle's Camelback, numbered 42, operated on the big road's Elkins-Durbin local run and the main line west of Cumberland, surviving until the late 1920's. There is no record of what finally happened to the old hogger who'd had a love affair with a coalburner.



WM 4-6-6-4 No. 1204 in Cumberland Narrows about to climb 1.75-percent grade.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

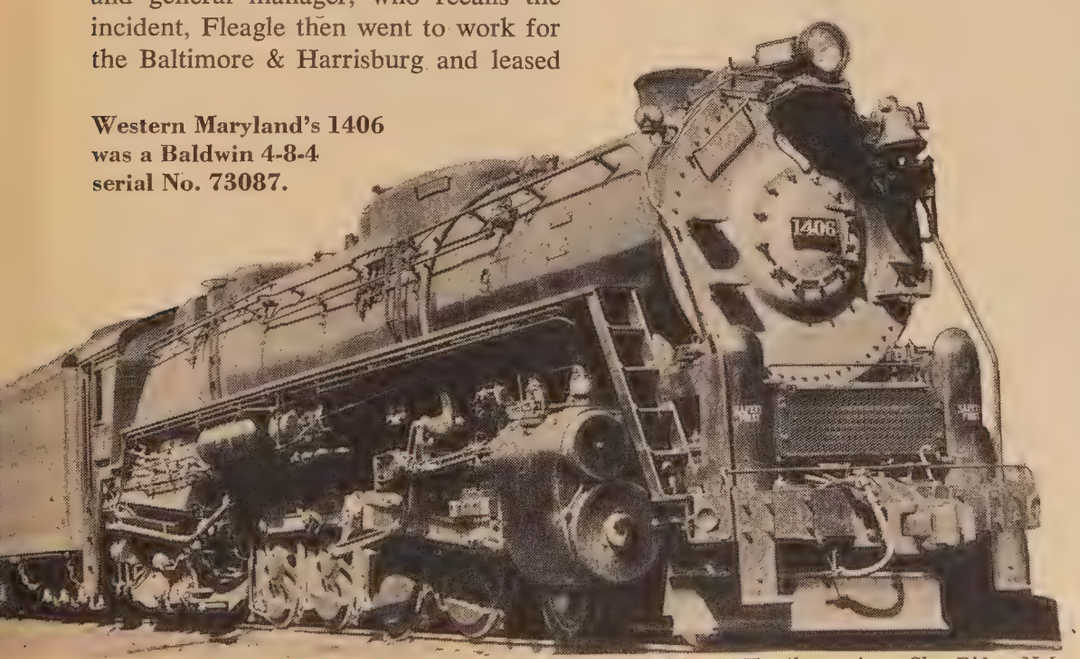
Western Maryland locomotives as I remember them in the waning years of the Steam Age were the special pets of Charles J. Wolfe, the superintendent of motive power. Mr. Wolfe was an outstandingly good housekeeper. During his regime the road acquired a wide reputation for clean-looking power and spotless enginehouses.

You didn't have to show a college degree in those days to rise high in the railroad game. Charley's education stopped with grade school. He went railroading in 1905 at age eleven as a WM office boy for a startling wage of eight cents an hour and eventually bossed the motive power department from 1935 until 1958, when he retired after helping to usher in the Diesel Age.

Meanwhile, after many years of lethargic and seemingly aimless growth, the Western Maryland came of age in the early 1900's. It tapped bituminous coal fields deep in West Virginia's rich Pocahontas Region and achieved an important western gateway via the 91-mile Connellsville extension. Many more and larger engines were needed and this spurred motive power development.

The standard WM freight-haulers of 1905, when Charley Wolfe hired out, were low-drivered, Baldwin 2-8-0's of the H-5 class. Their 22x28-inch slide-valve cylinders, 51-inch drivers, and weight of 91 tons must have seemed immense to the young boy who had just started a railroad career, but he would see the Consolidations expand into mammoth size in two decades. Except for thirty Mallet compounds, 2-8-0's ruled WM rails through classes H-6, H-7, and H-8, each class bigger than its predecessor.

Then in 1921-'23 came the herculean Consolidations, H-9 and H-9a, numbered 801 through 850. These Baldwin giants had 27x32-inch cylinders and 61-inch drivers. Each one weighed 155 tons and exerted an almost unbelievable 71,500 pounds of tractive force. Like such jumbo coal carriers as the Delaware & Hudson and the Reading, the WM kept using ponderous 2-8-0's as mainline freight



Western Maryland's 1406 was a Baldwin 4-8-4 serial No. 73087.

W. R. Hicks, 25 Hawthorne Ave., Glen Ridge, N.J.

Pulled by a Baldwin Pacific, No. 206, class K-2, Western Maryland passenger train from Cumberland rolls into Hagerstown.
Photograph by Philip R. Hastings

WM caboose 1855 and Baldwin 2-8-0's numbered 840 and 838, class H-9, on rear of train storming through Parsons, W. Va.
Action shot by H. Reid

After ascending a 3-percent grade through the picturesque Black Water Canyon, "streak of varnish" stops at Thomas, W. Va.
Photograph by the author

power until modern times, long after other roads had discarded them. As you might have guessed, Consolidations of all sizes accounted for well over half the total locomotive inventory.

Beginning in 1921, the big and highly efficient H-9 class 2-8-0's replaced older 2-8-8-2 Mallet compounds and speeded up service along the heavily-traveled, 80-mile Potomac valley route between Hagerstown and Cumberland where grades are only 0.3 percent ascending westbound. Mallets numbered 901 through 925 had been received from Lima in 1915-'18 to supplement ten older Baldwin 2-6-6-2's acquired in 1909-'10.

At the end of World War I, Mallet-powered coal drags averaged 25½ hours for the Hagerstown-Cumberland round trip. This meant 9½ hours overtime, and some engine crews loved it. Then the axe fell. Efficiency being the order of the day, runs were rescheduled for quick turnaround at Cumberland. One engineman, an "overtime hogger" who shall be nameless here, tried to outsmart the new regime by running out of water or having poor coal or overheated journals—anything at all to slow him. After several trips with a road foreman of engines riding the cab, he finally bowed to the new order.

By 1920, the round trip run was being made in 18 hours with only two hours overtime. Then the great H-9 Consolidations not only reduced it below 14 hours (no overtime) but boosted eastbound tonnage from 7500 up to 7800 per train. A big factor in the H-9's efficiency was their tender capacity of 23 tons and 15,000 gallons which eliminated fuel and water stops. Those large tenders were the first tenders in America with six-wheel trucks and led to similar practice on other roads.

The Mallets were reassigned to heavy grades. In late steam years many of them worked coal trains between Bowest (near Connellsville) and Chiefton, West Virginia, via 79 hilly miles of Baltimore & Ohio trackage rights with grades up to 1.75 percent. When the Bowest enginehouse foreman sent a 900-series 2-8-8-2 Mallet to the "orphan" coal mine branches around Chiefton, she'd be gone for three days, including layover time. Empty hoppers were trundled south and loaded ones moved northbound.

When H-9 Consolidations were new in 1921, the Western Maryland's heaviest main-line rail weighed only 90 pounds per yard. Since the massive 2-8-0's carried 72,000 pounds per driving axle, operating them over rails of this weight was, at that time, considered a bold venture. As a comparison, the Reading started using 100-pound rail in 1914.

Reading and WM power has been pooled for many years on the 80-mile run between Hagerstown and Rutherford, near Harrisburg. The route extends over connecting branches of both roads; doubleheaded trains often had an engine from each company. Reading men referred to WM crews as "the Rebels." B&O freights also moved into WM's Hagerstown Yard from a Cherry Run connection. All this made the Hagerstown engine terminal quite interesting, with many types of WM power, plus B&O 2-10-2's, 2-6-6-4's, and 2-8-8-4's, also Reading 2-8-0's, 2-10-2's, and 4-8-4's.

Oldtimers who worked in the Hagerstown-Rutherford crew pool may recall a certain mistake of judgment made one stormy night years ago. A Rutherford-bound coal train was rolling along behind a Western Maryland H-9 class 2-8-0. As they rounded a curve, the rain lessening visibility, the hogger spied two bright ruby marker lamps directly ahead. Terrified, he yelled, "Jump!", slamming the throttle shut and sweeping the airbrake levers into emergency position.

All three occupants emptied the cab in nothing flat. But as the train screeched to a jolting halt, there was no crash or derailment. At this point the crew realized in embarrassment that they'd thought a local freight on the adjoining track was directly ahead on their own track. Because this crew seldom made night runs, they apparently were unfamiliar with the locale. Anyhow, the fireman fractured an ankle and had to be helped back to his cab seat. After a hasty consultation, the crew agreed to blame the stop on nothing more serious than a broken air hose and attributed the fireman's painful injury to a slip sustained while he aided in replacing the hose.

Four Baldwin Consolidations haul WM coal drag up 2-percent grade at Montrose, W. Va., 831 and 818 pulling while 840 and 838 push in rear.
Photograph by the author

No. 44, Baldwin Eight-wheeler, puffs through the mountains at Glen Afton with WM train 6.
Photograph by W. C. Fleigh

Western Maryland 4-6-2 (Baldwin, 1912), class K-2, stops for mail at a Maryland village.
Photo by Charles A. Elston

WM 2-8-0 No. 730, class H-7a (Alco), at Port Covington Yard in Baltimore.
Wm. Hoffman 2nd, 326 S. East Ave., Baltimore, Md. 21224

Down around Elkins in the West Virginia coal-producing mountains, 2-8-0's held sway right up till their replacement by diesels, simply because nothing larger could negotiate the sharp curves nor squirm through the tight clearances. The well-kept Elkins roundhouse held many Consolidations in assorted sizes and shapes, mostly H-7's, H-8's, and H-9's. Cutest of the lot was H-3c No. 348, a Baldwin 65-ton antique built in 1892 as West Virginia Central 29.

From Elkins on out and across the mountains to the Elk River mines around Webster Springs (milepost 218 from Cumberland), mountain-goat-type locomotives corkscrewed up and over the precipitous heights, namely H-8's, numbered 770 through 789 (Alco, 1914), with 52-inch drivers and 61,300 pounds of tractive effort. You could have counted ten of them on one day lumbering up the 2.90 percent hill at Summit, 4017 feet above sea level, the highest rail elevation east of the Mississippi, rounding 30-degree curves with dusty trainloads of black diamonds. (The sharpness of a 30-degree curve is shown by the fact that Pennsy's widely-publicized Horseshoe Curve is only a 9 degree bend.)

Western Maryland's squat and stubby 2-8-0's were big-time railroading's answer to this formidable right-of-way, originally laid out as the 88-mile Shay-operated Greenbrier, Cheat & Elk logging road. The WM kept up Shay operation for many years but eventually rebuilt the line to accommodate 2-8-0's.

Another Shay run lasted until 1950. Massive Lima-built Shays 5 and 6 churned their way doggedly up a 9.1 percent slope on the now-abandoned Chaffee branch that was located 41 miles south of Cumberland. At least one Shay could usually be found at the Maryland Junction enginehouse; but one scorching hot July day in 1952 I photographed both engines laying disconsolately on a weed-grown sidetrack behind the old roundhouse.

Number 5 was a 100-tonner built in 1910. The 6-spot was probably the largest and most modern of all Shays, besides being the last Shay turned out by Lima. Built in 1945, she weighed a whopping 162 tons and rated 59,740 pounds of tractive effort. This engine ran herself into posterity August 30, 1953, steaming to Baltimore to enter the B&O's Mount Clare Museum.

Once the loaded hoppers arrived at Elkins, half of the grueling uphill trip was completed. Bigger and more powerful H-9 class 2-8-0's then took over and struggled mightily on the 112-mile run to Cumberland along a route that was once the West Virginia Central & Pittsburgh Railroad. Here's the mile-by-mile diary of such a run, which I recorded in person on August 1, 1949:

Engines 831 and 818 left Elkins under a bright morning sun with 55 loaded hoppers, about 4000 tons. At Montrose, 12 miles north, pushers 840 and 838 were waiting to couple on ahead of the caboose and shove up a short 2 percent grade. There was also a meet with Elkins-bound passenger train No. 1, pulled by a trim and brightly polished Pacific.

At Hendricks, 25 miles north of Elkins, the really big show began. With the two helpers still coupled onto the rear, three additional H-9's, Nos. 843, 828, and 810, were sandwiched into the train's center.

Then with seven big-boilered Consols working in full gear, the ten-mile uphill journey through the spectacularly scenic Black Water Canyon started. Each locomotive pulled the equivalent of eight loaded cars up the backbreaking 3.05 percent grade.

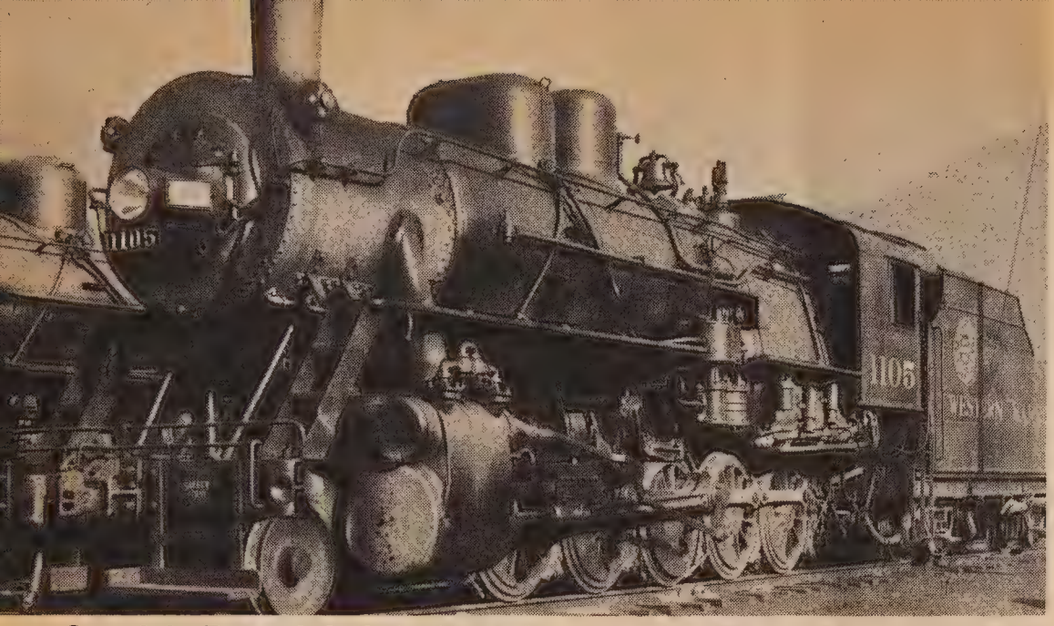
At Thomas, helper station, all five helpers were removed. It was then mid-afternoon and the front-end doubleheader could easily surmount the remaining 1.14-percenter to Fairfax, after which it was downhill all the way to Cumberland.

The WM's leisurely and modest passenger service was purely local, with no dining cars or Pullmans. Its spotlessly maintained K-2 class Pacifics 201-209 were small but their relatively low 69-inch drivers afforded good pulling power over the various heavy grades with short trains. Baldwin built K-2's in 1912. An earlier (1911) Baldwin group of K-1's, with outside trailing wheel bearings, was sold to the Seaboard Air Line during World War II.

All WM locomotives came from Alco, Baldwin, or Lima. The nearest that the company's own shops came to building power were several conversion jobs, removing trucks from some 2-6-6-2 compound Mallets and a few H-7 class 2-8-0's in order to make yard engines. The main shops, in Hagerstown, consist of twin buildings, each 100 feet wide and 330 feet long. The two erecting shops were built in 1907 and 1913, respectively, and a transfer table operates between them.

The Fast Freight Line owned two

Western Maryland power outside the Hagerstown enginehouse: (left to right) Nos. 846 (2-8-0), 1412 (4-8-4), 1130 (2-10-0), and the Reading's 2101 (4-8-4).
Photograph by H. A. McBride



One of the Decapods built for Russia but assigned to Western Maryland in 1918.
Photograph by the author

Western Maryland's last steam run toted freight on July 16, 1954. The following year these five WM 4-8-4's in the 1400 series were lined up to be dismantled.
J. Willis Smith, 6211 Pennington Ave., Baltimore 26, Md.

widely differing sets of Decapods (2-10-0's). The older and smaller group was class I-1, Nos. 1101 through 1110, built for sale to Russia and assigned to the Western Maryland by the United States Railroad Administration in 1918 when the Bolshevist revolution prevented delivery. Light axle loadings made them suitable only for local work, but Superintendent Wolfe's mechanical standards converted some into sporty hogs with cylinder protection valves, type A fuel combustion jets on the fireboxes, and new compound air pumps.

Anyone who remembers seeing class I-2 Decapods at work need not be reminded of their massive size and overwhelming strength. These world's largest 2-10-0's were born at Eddystone in 1927 to outdo H-9 2-8-0's in power and Mallets in speed and efficiency. Just imagine dimensions like 30x32-inch cylinders, a weight of 210 tons, Wootten type fireboxes with 104.5 square feet of grate area, and a tractive effort of 96,300 pounds! Engines 1111-1130 pioneered in having unsurpassed tender capacities of 22,000 gallons and 30 tons. The fully loaded tender weighed almost as much as the engine, while total length of both units stretched to 100 feet, 4¾ inches!

Intended primarily for work on the Connellsville extension west of Cumberland, they eventually performed well on all main routes except the Elkins line. For many years the I-2's were a symbol of WM fast freight, well liked by the men who ran them.

Most of the Western Maryland's road engines had unusual pilots consisting of heavy steel flanger blades. These were designed to push fallen rocks off the tracks and they saved many locomotives and crews from nasty wrecks. However, on May 15, 1950, the crew of extra 1411 west wasn't so lucky. The big Baldwin 4-8-4 left Hagerstown with 13 loads and 105 empties. About two miles west of Pearre, Maryland, near Indigo Tunnel, she rounded a curve and slammed into a rock slide, injuring three men.

The superb J-1 class 4-8-4's of 1947 were Superintendent Wolfe's final steam contribution to his railroad. Like most post-World War II steamers, engines 1401-1412 had fine design and ability. They were not the handsomest of 4-8-4's, and diesels cut short their brilliant career.

By 1950 the Western Maryland's steam inventory had dropped to 169 locomotives, while 54 diesels were already in use. But not until July 16, 1954, did the road's final steam-powered freight train wend its way forlornly eastward from Cumberland to Hagerstown, its gallant 4-8-4 type No. 1412 filling the mild blue sky of midsummer with evanescent smoke.

Then for four days more 2-8-0 No. 830 remained in steam to switch Knobmount Yard in Cumberland. That was the end. July 20th saw the dumping of the last fire on more than a century of Western Maryland steam power. Only two coalburners escaped the scrap pile. Pacific No. 202 is preserved in a Hagerstown park while Shay No. 6 may be seen in the B&O Museum. *Sic transit gloria mundi.* ●

No. 6, Lima-built Shay, one of WM's only two surviving steam locomotives.
Photograph by W. R. Hicks

INFORMATION BOOTH

Diesel shop and locomotive servicing area in new Louisville & Nashville freight classification yard, DeCoursey, Ky., one of the nation's very few 2-hump yards. The twin operation saves time through simultaneous classification of north- and south-bound traffic, which minimizes switching and enables the handling of 7200 cars in 24-hour period. Turntable in foreground.
Louisville & Nashville News Bureau

1 *What is the total mileage of Class 1 railroads in U.S.A.? (b) How many of these miles are operated under trackage rights? (c) Which is the longest stretch operated solely under trackage rights?*

(a) 218,639. (b) 12,567. (c) Nobody could answer this without a great deal of time-consuming research. Not even the ICC has such information on file. Best we can do is pass along some data on *total* mileage operated by a few systems under trackage rights, supplied by the Bureau of Railway Economics of the Association of American Railroads:

Road	Track owner	Between Termini	Trackage rts. miles
MP	various	Alexandria, New Orleans	217
C&O	MC	Ontario, Mich., New York	152
Wab.	CN	Black Rock, Detroit	228
CB&Q	AT&SF	Dagget, Riverside Jct.	101
MILW	GM&O	Frances, Kansas City, Mo.	159
UP	NP	St. Paul, Duluth, Minn.	152
Sout.	ACL	Hardenville, Jacksonville	169
GN	NP	Seattle, Ore. St. Line	217

2 *Do eastern roads issue full passes? What about western roads?*

There is no overall policy on passes nor central office to supply this data. Each road has its own policy. Some issue full passes; others, half-rate orders—depending upon the trip involved, employe's length of service, and number of passes he's had already during the year. Railroads in general are less generous with passes than they were many years ago.

3 *I used to carry in my wallet a poem entitled "In a Railroad Roundhouse," which I like very much, but I lost it years ago and can't remember the words. Do you have that poem in your files?*

Yes, indeed. Here it is. Clarence Milligan wrote it for the *Chicago Daily Tribune* in the early 1930's.

I wonder if they tell each other some time,
Panting from their long runs and glad of rest,
Breathing asthmatically and caked with grime,
Weary and wheel sore, chest to iron chest,
Like meat herds in a byre that have run wild
Across far prairies? I wonder do they speak
Where they are gathered there in droves and mild
As idle behemoths in a jungle creek?

And if they talk, what passes in the steam
Or woolly smoke that hangs about their stack?
It seems at times they're muttering in their dream,
Mumbling of a wild open stretch of track,
And the careening, rocking, bolting flight they knew.
True to their maker's pledge, never to falter,
But bear their loads in patience, obey the crew,
Resolute, untiring courses that never alter,

Their lonesome whistles across the wilderness,
Their hearts on fire and eager in their pride
To make their time nor satisfied with less.

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

One with the flying hours that with them ride,
Spokes of their drivers gray with gathered dust,
And sweating oil through every metal pore,
With little streams of the vermilion rust
Where eager water drops had bubbled o'er.

Their headlights, too, are closed like tired eyes.
You tiptoe past them, wishing to let them sleep.
How human they seem, monstrous though in size,
They seem such kindly things, such patience keep,
Responsive to the guiding of a hand,
Yet swift as comets, race across the land.

4 *Explain the Seaboard Air Line's name.*

"Air Line" here means roughly the shortest distance between two points. It has nothing to do with aviation.

5 *What is the railroad background of TV show "Petticoat Junction"?*

All outdoor scenes are shot on Sierra Railroad in California between Jamestown and Chinese Camp stations. Engine is Sierra No. 3 (Rogers '91, shop No. 4493), originally Prescott & Arizona Central No. 3, the *Wm. N. Kelley,* sold to Sierra in 1897. Drivers 56", cylinders 17x24", weight 100,000 lbs., boiler pressure 160 lbs., tractive effort 14,470 lbs. She has been used in many feature movies and several TV shows.

W. J. Holman Car Co. built the combination coach for the Sierra's Jamestown-Angles Camp branch, which has so many switchbacks and sharp curves that cars longer than 40 feet cannot negotiate them. This coach is a 36-footer.

The studio scenes are shot with an exact duplicate of the Sierra coach plus a wooden-and-fibreglass full-size replica of Rio Grande Southern 4-6-0 engine 20. The engine replica was used in a 20th Century-Fox movie "Ticket to Tomahawk", later was modified to simulate the Sierra 3-spot for "Petticoat Junction."

6 *Where can I get (a) old issues of* Railroad Magazine *and (b) books on building and repairing steam locomotives?*

(a) We have a few back numbers in stock from some of the months in 1952, '53, '54, '55, '59, '60, '61, '63, and '64, no complete year. Best source is Arnold Joseph (see *Switch List*). (b) Try Owen Davies, 1214 N. LaSalle St., Chicago, Ill., and Grahame Hardy, Carson City, Nev.; both specialize in selling railbooks. You will want a *Locomotive Cyclopedia,* of course, and McShane's *Locomotives Up to Date.*

Norfolk & Western 2300, the "Jawn Henry," tested on hill near Shawsville, Va.
(C.G. Corey) Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

7 *Summarize, please, the long and rather involved history of steam turbine locomotives.*

That's a tough question. But sometimes when we don't have an answer ourselves, we know where to get it. In this case we queried an expert, Lester C. Harlow, Lt. Comdr. USN, retired, 5901 Paul St., Alexandria, Va., who replied:

Only four of these locos ever developed to *serious* tests in main-line service. Without exception, the problems were encountered in converting coal into energy (steam), thence into torque (the force that moves the driving wheels).

Transmitting power to the drivers never seemed to be difficult, partly because three designs used the turbo-electric approach and thus could apply the already well-known diesel-electric techniques. The fourth design used direct drive, with no problem so far as drive was concerned.

In the late 1930's Union Pacific and General Electric jointly made a major attempt to produce a workable steam turbine. Physically she looked like their streamlined diesels. Unlike other steam locos, she condensed the steam after it went through the turbine. The UP tested her extensively, but trouble developed in the steam condensing system, so she could never develop enough power. Sent back to the GE shops for reworking, she languished there; World War II came on, and the idea was shelved.

In 1944 Baldwin delivered to the Pennsy an experimental, direct-drive, geared, turbine 6-8-6 (road No. 6200). She resembled a conventional loco, except for a large pipe-looking apparatus above the drivers on each side. She weighed about 925,000 lbs. and developed 75,000 lbs. tractive effort (65,000 lbs. when reversed), but apparently offered no advantage over similar-size convential engines. Besides, diesels soon began taking over, and further interest in her waned. She also had clearance problems in electrified territory. I believe she was scrapped.

Then in 1948 Baldwin built three steam turbines for Chesapeake & Ohio (road Nos. 500-502). They had a rated hp. of 4960, were 140′ long, and weighed 1,194,800 lbs. Power developed by a turbo-generator was transmitted electrically to 16 driving wheels of 40″ diameter. This loco looked different from other steamers because she had a 30-ton coal bunker in front of the cab and a boiler at the rear, followed by a water tender.

She was designed for 100 mph, but no available record shows she ever made it. Also, she had generating problems. As coal was burned, the weight on drivers under her bunker car became less, losing traction easily. Al-

though given trials over Chessie's system, I understand these engines sat in storage at Clifton Forge a long time and finally ended up as scrap.

The last serious effort at steam turbines was Norfolk & Western's "Jawn Henry" (road No. 2300), outshopped by Baldwin-Lima-Hamilton in 1953. This turbo-electric job was a 6-6-6-6 with 4500 rated hp and 144,000 lbs. tractive effort. Jawn Henry used one of the highest pressures ever tried in a steam loco, 600 lbs., and was unique in having water tubes, whereas most engines have fire tubes. (Fire goes thru tubes surrounded by water.)

This was a long engine, 161′ (29′ longer than UP's "Big Boys") and weighed 1,172,000 lbs. The engine had feedwater-pump trouble, could not keep the pumps running right. The builders lost interest, some of the parts suppliers went out of business, and a change in N&W management increased the pressure for dieselization. Jawn Henry was stored for a while near Roanoke and, I believe, was scrapped about two years ago.

All of the foregoing types originally seemed destined for success. They combined three well-tested principles: conventional steam boiler, steam turbine, and (except for the Pennsy experiment) electric drive. Yet in each case the marriage failed to take. The UP loco flopped apparently because of the vast area required to cool the steam and return it to water. The others lost out because, in my opinion, they were too late to head off the mad onrush of diesels.

Operating men were never able to lick their mechanical bugs, especially in steam-generating areas. Besides, the turbines could not offset the disadvantages of straight steam or the advantages of diesels. From an engineering viewpoint, they were inefficient converters of coal to tractive effort or were too big for their work.

As far as I know, no attempts are being made today to build another steam turbine loco, but the UP is working to develop an efficient turbine to burn coal and convert it directly into electric energy. Although this job has made few trips on the main line, she offers some promise. The UP wants to duplicate the success of its oil-fired turbines.

Any coal—or oilburning *steam* turbine loco would be hampered by the fact that almost all roads have razed their water towers and coal chutes and converted their oil fuel systems to diesel fuel. It is unlikely they would rebuild those installations unless they could turn out a really great new oil-burning steam turbine. I do not expect to see any. But the UP owns coal mines, still has some coal chutes, and could possibly produce a coal-fired turbine.

8 *A blind friend asks me if "Casey Jones" song is available in Braille.*

No. Why not buy him a vocal recording in any large music shop? Surely he would enjoy listening to it.

9 *How many N.Y. Central electric locos were scrapped in 1962-'3.*

Fourteen. Class S-2: Nos. 104 and 119 were scrapped Feb. '62, 113 in Sept. '63, 116 and 128 in May '63, and 129 in April '62. Nos. 260, T-2a, and 265, T-2b, were dismantled Sept. '62. Class R-2: Nos. 316, 317, 328, 329, and 337 faced the blow-torch in July '62, and 325 in Sept. '62. (Data from Richard Palmer.)

10 *List all U.S. zoos with (a) midget railroads and (b) retired steam engines on display. (c) Give details of Milwaukee Zoo railroad.*

Thirty-two zoos in this country operate midget railroads. Six also have locomotives on exhibition either in the zoo area or in the same park. The only Mexican zoo railroad, so far as we know, runs in Mexico City. Oddly enough, neither of the world's two biggest city zoos—in San Diego, Calif., and the Bronx, New York—has either a railroad or a locomotive. (a) Here are the zoo lines, including zoos with display engines:

Audubon Park Zoo, New Orleans (T&NO 2-8-2)
Benson Wild Animal Farm, Hudson, N.H.
Breckenridge Park, San Antonio, Texas
Cheyenne Mountain Zoo, Colorado Springs, Colo.
Chicago Zoological Park, Brookfield, Ill.
Children's Zoo, Roanoke, Va.
Cleveland (Ohio) Zoo (C&O 2-8-4)
Clinch Park Zoo, Traverse City, Mich.
Columbus (Ohio) Zoo
Como Zoo, St. Paul, Minn. (NP 4-6-2)
Denver (Colo.) Zoo
Detroit (Mich.) Zoological Park, Royal Oak, Mich.
Fleishhacker Zoo, San Francisco (SP 0-6-0)
Forest Park, St. Louis, Mo.
Griffith Park, Los Angeles (about 17 locos on display at Travel Town)
Hershey Park, Hershey, Pa.
Hawthorn-Mellody Zoo, Libertyville, Ill.
Hogle Zoo, Salt Lake City, Utah
Jacksonville (Fla.) Zoo
Kamper Park Zoo, Hattiesburg, Miss.
Land Park Zoo, Sacramento, Calif.

Old 0-8-0 switcher is still busy. After serving the Grand Trunk Western for many years as No. 8328, she now has a new number and is batting cars around for Northwestern Steel & Wire Company at Miller Street and Avenue G in Sterling, Illinois.
Jim Boyd, 620 First Ave., Dixon, Ill.

Milwaukee Zoo has a railroad one and a third miles long, the steam locomotives and enginehouse shown here, a stand-by diesel, 285 birds, 22 reptiles, and 322 mammals, including this snow leopard and 4 giraffes, one out of camera range.
Photos by Robert Bullerman and Milwaukee County Park Commission.

Lane Park Zoo, Birmingham, Ala.
Lincoln Park Zoo, Milwaukee, Wis.
Portland (Oregon) Zoo
Riverside Park Zoo, Independence, Kan. (Santa Fe 2-6-2)
Riverside Park, Omaha, Neb.
Ross Park Zoo, Binghamton, N.Y.
Storyland Zoo, South Bend, Ind.
Swope Park Zoo, Kansas City, Mo. (Frisco 2-8-2)
Toledo (Ohio) Zoo
Villa Park Zoo, Madison, Wis.
Woodland Park Zoo, Seattle, Wash. (GN 2-8-0)
Zoorama, Inc., New Market, Va.

CANADIAN ZOO RAILROADS

Kinsmen Zoo, Brandon, Man.
St. George's Island Zoo, Calgary, Alta.
Children's Zoo, Storyland Valley, Edmonton, Alta.
Stanley Park Zoo, Vancouver, B.C.
Riverdale Zoo, Toronto, Ont.

(b) The following railroadless zoos have steam locomotives on display either on the zoo grounds or in the same park:

City Park, Great Bend, Kan., AT&SF 4-6-2
Glen Oaks Park, Peoria, Ill., CRI&P 4-6-2
Hermann Park, Houston, Tex., 2-8-0 (T&NO)
Little Rock, Ark., Fordyse & Princeton 2-8-0
Miller Park, Bloomington, Ill., NKP 2-8-2
Mohawk Park, Tulsa, Okla., Frisco 4-8-4
Roeding Park, Fresno, Calif., SP 0-6-0
Swope Park, Wisconsin Rapids, Wis., Consolidated Water Power & Paper Co. 2-8-0

(c) Milwaukee Zoo railroad will be 6 years old next fall. Beginning its season in early May, the 15″-gage line runs week-days for school groups and week-ends for the general public. After June school terms end it operates daily, 10 a.m. to 6 p.m., one hour later on Sundays and holidays. After Labor Day the trains run only on week-ends. Season ends when cold weather sets in; last year it was mid-November.

There are 3 trains, donated by the *Milwaukee Journal*, usually consisting of 4-4-2 engine 1916 with 9 coaches, eight-wheeler No. 82 with 5 coaches, and diesel 1958 with 5 coaches. Engines were built to ¼ of scale. Steamers run regularly; diesel is stand-by. Each engineer sits entirely inside his cab. All engines and cars were built by Sandley Light Ry. Equipment Works at Wisconsin Dells, Wis.

The rail route is almost circular, 1-1/3 miles through the woods, past deer yards, around a pretty waterfowl lagoon, and past bear dens, Australian exhibit, and children's zoo, back to depot. The zoo has 322 mammals, including 6 elephants, 5 rhinos, 3 gorillas, and 3 Siberian tigers; also 22 reptiles and 285 birds. The first polar bear ever known to have been born in captivity was born at a previous location of this zoo.

Train fare is 25c (kids 15c). Setup includes enginehouse, shops, and inside storage track for coaches. Each coach seats 12 to 16 passengers. Each steamer burns soft coal, with 150 lbs. boiler pressure. No. 1916 is 12 feet long, equipped with Walschaert valve gear, and rated at 35 hp. The other steamer, 10 feet long, has Stevenson gear, 25 hp. Total rides last year, 440,190, reports Robert Bullerman, assistant zoo director.

According to *Trains* editor Dave Morgan, who dropped into our office with his wife while we were writing this item, the steam trains look realistic enough to please any steam fan.

Running Extra

The Post Office wants all correspondents to use zip codes. Our address is *Railroad Magazine*, 205 E. 42nd Street, New York, N.Y. 10017. Please note that lack of time prevents us from answering railroad queries by mail or phone.

"Both of my grandfathers worked for the Lima-Defiance Railroad in Ohio, one an engineer, the other a conductor," writes Kent Hamilton, Caribou Lake, DeTour Village, Mich. "Who can give me detailed info. on that line for newspaper publication?"

"I have a quaint old lantern, a Deitz Vesta with word 'Cambria' embossed on brim," writes Karl Spence, 3221 Oliver St., N.W., Washington, D.C. 20015. "Was it a brakeman's lantern? What does 'Cambria' signify?" (Probably Cambria Iron Company.)

Who can tell George Hubener, Schenevous, N.Y., the meaning of "OS-O-MA" on a railroad lantern? It is, of course, a trade name.

Wanted by Bill Knapke, retired SP conductor, 3831 E. Flower Ave., Tucson, Ariz., the words of an old poem of which he recalls but one line, "He put thorns on the cactus and horns on the toads." It may have been written by an eastern telegrapher who migrated to Arizona.

Colored pictures of steam locomotives are wanted by G. Venario, mechanical engineer, 8 Freguglia St., Milan Italy, for a paralyzed boy who is very fond of steam locomotives. Our correspondent writes, "I hope some reader will help me to make a helpless little lad happy."

Short history of C&NW steel articulated work cars 300911 and 300912 is desired by Mike Varney, 2968 East "A," Torrington, Wyo. They were ex-Challenger coaches built in 1937.

Tom Olsen, 1 Clinton Ave., Merchantville, N.J., wants info. on United New Jersey Railroad & Canal Co., now part of Pennsylvania Railroad.

Apropos of long trains, W. C. Kessel, Hamburg, N.Y., writes: "A 250-car freight is as long as 740 autos bumper to bumper, weighs as much as 8500 automobiles extending from Buffalo through Niagara Falls or nearly from Buffalo to Batavia, Springville, or Gowanda. Trucks would need 6½ miles at 50-foot intervals with 408 drivers (train uses 5). Train itself would be little over a mile; such lengths are not common around Buffalo, but are frequent in many areas." ●

WHEN the panic of 1893 hit the country, C. H. Herrick of the Santa Fe had been railroading for several years. "Our pay was held up three months," he wrote in *The Locomotive Engineer*. "When the pay car finally did arrive we were paid off in silver dollars. I wore a derby hat then and that day I went home with it filled to the brim with silver dollars.

"In the 90's we used Eight-wheelers for passenger service, Baldwin hogs for freight. They weighed from 60 to 90 tons apiece and pulled 15 cars 28 to 30 feet long. About half of the enginemen were promoted men. The rest, including many boomers, were hired.

"We had regular assigned engines, and both engineer and fireman carried a tank bucket to wash up after the day's run. They kept their suit of overclothes (and sometimes underclothes), a towel, and a bar of soap in the seatbox in the cab. Usually a fireman wore a $4 pair of jeans which he stepped out in when he got to one end of his run. Some engineers had only one suit of good clothes and wore it while away from home.

"The company began pooling engines about 1908. They built a long wooden trough for us to wash up in, with hot and cold water. We used the same water for six hours before they cleaned the trough." ●

White Pass & Yukon Route diesels 90 and 91 at Lake Bennett, British Columbia.
Photograph by J. A. Rutherglen

RAILROADS OF ALASKA

Locomotive roster compiled by Sy Reich

Alaska Railroad

Road Number	Wheel Arngt.		Cyls.	Dri.	BP	Tract. Effort		Weight	Date	Builder, Baldwin
557	2-8-0		19x26	51	210	31,500		286,100	1943	
Road Numbers		**HP**	**Builder**		**Bldr's Model**	**Wheel Arngt.**	**Tract. Effort**	**Weight**	**Date**	**Notes**
1000-1001		1000	Alco-GE		RS-1	B-B	61,000	244,000	1944	
1010, 1013		1000	Alco-GE		?	?	45,720	254,000	1943	1
1014, 1017		1000	Alco-GE		RS-1	B-B	61,000	244,000	1943-5	1
1018, 1026		1000	Alco-GE		?	?	45,720	254,000	1943	1
1027-1028		1000	Alco-GE		RS-1	B-B	61,000	244,000	1943, 2	1
1029-1030		1000	Alco-GE		?	?	45,720	254,000	1942	1
1031		1000	Alco-GE		RS-1	B-B	61,000	244,000	1942	1
1050-1055, 1057, 1065, 1067, 1069, 1070, 1072, 1074-1078		1000	Alco-GE		?	?	45,720	254,000	1942-3	1, 2
1100-1107		400	Porter		?	B-B	32,500	130,000	1942	3
1201-1204		600	GM-EMD		SW1	B-B	35,640	198,000	1942	4
1300		1000	Baldwin		?	B-B	?	?	?	5
1500-1508 even only		1500	GM-EMD		F7A	B-B	44,280	246,000	1952-3	
1501-1507 odd only		1500	GM-EMD		F7B	B-B	44,280	246,000	1942-3	6
1510-1514		1500	GM-EMD		FP7A	B-B	45,360	252,000	1953	
1821, 1825-1828, 1830-1831, 1834, 1836-1839 even only		1500	GM-EMD		GP7	B-B	45,360	252,000	1951	7
2000		2250	GM-EMD		GP30	B-B	46,670	260,000	1963	
7107, 7109, 7112, 7123		1000	Alco-GE		S2	B-B	57,500	230,000	1943	9

White Pass & Yukon Route

3	?	Plymouth	?	B	?	?	1942	8
90-97	800	GE	?	C-C	24,000	162,000	1954-63	

Based on data from general manager of Alaska Railroad and master mechanic of WP&Y, roster is accurate as of last quarter of 1963. Locomotive builders: Alco-GE—American Locomotive Co.-General Electric; GM-EMD—General Motors-Electro Motive Div.; GE—General Electric.

For the purpose of this roster, "railroad" is defined as a common-carrier railroad listed in either Official Guide or Pocket List of Railroad Officials.

(1) Alaska Railroad 1010, 1013-1014, 1017-1018, 1026-1031, 1050-1055, 1057, 1065, 1067, 1069-1070, 1072, 1074-1078 ex U.S. Army 8041, 8044-8045, 8664, 8048, 8042, 8049, 8019, 8023, 8020, 8005, 8040, 8054-8055, 8021, 8056, 8038, 8001, 8035, 8026, 8002, 8047, 8036, 8052, 8051, 8046, 8043, and 8053.

(2) ARR 1053-1055, 1057, 1065, and 1067 were renumbered from original Army numbers to ARR 1089, 1089, 1002, 1085, and 1015-1016; then to present numbers; 1050 and 1069 scrapped.

(3) ARR 1100-1107 ex U.S. Army 7157-7158, 7033-7034, 7024, 7150, and 7187-7188, sold. (4) 1203 sold.

(5) Ex U.S. Army 3724, scrapped 10/57.

(6) 1501 no longer on roster.

(7) Leased from U.S. Army.

(8) Ex U.S. Army 7651. (9) Ex U.S. Army 7107, 7109, 7112, and 7123.

Alaska Railroad diesel locomotives numbered 1837 (left) and 1018, photographed for this roster at Fairbanks last October.
SSgt Carl P. Munck, 5010 Air Base Group, Box 503, APO 937, Seattle, Wash.

Nevada's first streetcar run, November 20, 1904, in Reno. Photograph from Myrick's new book, *Railroads of Nevada and Eastern California*, Vol. 2, which devotes 18 large pages to streetcar and interurban electric lines. (Reviewed on page 56.)
Collection of David F. Myrick, 263 Filbert St., San Francisco 33, Calif.

Steve Maguire's

TRANSIT TOPICS

A NEW fleet of 162 air-conditioned aluminum, rapid transit cars will replace old equipment of the former Hudson & Manhattan line. The present Port Authority Trans-Hudson Corp. has ordered them from St. Louis Car Division of General Steel Industries. Cost is $16,850,210.

Steve Maguire

Delivery begins late this year, with all cars on the tracks by mid-'65, giving PATH the first such fleet. The 56-year-old interstate line carries 100,000 passengers daily between Newark, Jersey City, Hoboken, and Manhattan. The contract also provides for buying additional cars for future use.

Under New Jersey's Aldene Plan, CNJ commuter trains would be routed into Penn Station, Newark, so passengers could transfer to PATH to complete trips to New York.

WHO holds the record for number of trolley routes ridden? With a total of 792, far surpassing the 300 mentioned in our June '62 issue as having been ridden by Rogers E. M. Whitaker, a New York journalist, the record is claimed by Robert W. Janssen, 2700 Joppa Rd., Baltimore, Md. Bob says he has also traversed 109 interurban routes and 5 freight-only lines, making a total of 906, not counting rapid transit or cable lines.

MORE THAN 25 private groups have requested special subway trains for travel from midtown Manhattan to the N.Y. World's Fair this summer. The New York Transit Authority, which sometimes rents out subway trains, isn't sure whether or not it will risk tangling its Fair schedules by filling those orders. The going rate for a 10-car train, one way, is $150.

MONON RR. has bought a 20 percent interest in the South Shore Line's stock and is now the largest single shareholder. They acquired it from a dissident stockholder group which had tried in vain to gain control of the interurban line at the latter's 1963 annual meeting.

A CONTRACT to install automatic signal and control equipment in Toronto subway extension goes to General Railway Signal Co. of Rochester, N.Y.; cost is over $2¼ million.

CHICAGO & NORTH WESTERN may compete for commuter fares from Skokie, Ill., by taking a survey on a 6-month experimental rush-hour service over a C&NW freight line, with fare at 50¢ or less. If this service is installed, C&NW will be in direct competition with the Chicago Transit Authority for former North Shore Line riders into Chicago.

Alexander Darragh, Wilmette, Ill., who sends us this news, also tells us how fares on Chicago transit lines have gone up since a 5¢ fare was "guaranteed" on the surface lines in 1907. The 5¢ guarantee lasted until 1919, when fares went up to 7¢ in the post-war inflation. Then in 1942 they rose to 8¢, in 1947 to 9 and then 10¢, in 1948 to 11 and then 13¢, in 1949 to 15¢, in 1952 to 20¢, and in 1957 to the present 25¢.

CLEVELAND may become the first U.S. city with direct transit connection to its airport. Writes Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio: "A proposed freeway to the southwest may give birth to a new rapid transit extension. The builders demand assurance that the airport rapid transit line will be constructed within 5 years if provision for the rail right-of-way and bridges is to be made. The Transit Board agrees to an extension under way but only as far as Puritas Avenue, 1½ miles beyond West Park terminus, as the initial step. Money for this much of the line is now available.

FUNDS are needed by Branford Electric Railway Museum to pay for a large group of trolleys from the Montreal Transportation Commission, bought and shipped to East Haven, Conn., at a total price of $12,000. Included were several types of passenger trolleys, electric locomotive 5002, a rotary snowplow, and a 5-ton Differential derrick crane that can easily handle whatever tough chores the museum line faces. MTC had set aside the crane for Montreal's new subway, but its later decision to use rubber-tired vehicles there made that piece of equipment surplus. So the museum acquired a much-needed crane.

105 Theresa Court, Manchester, N.H.

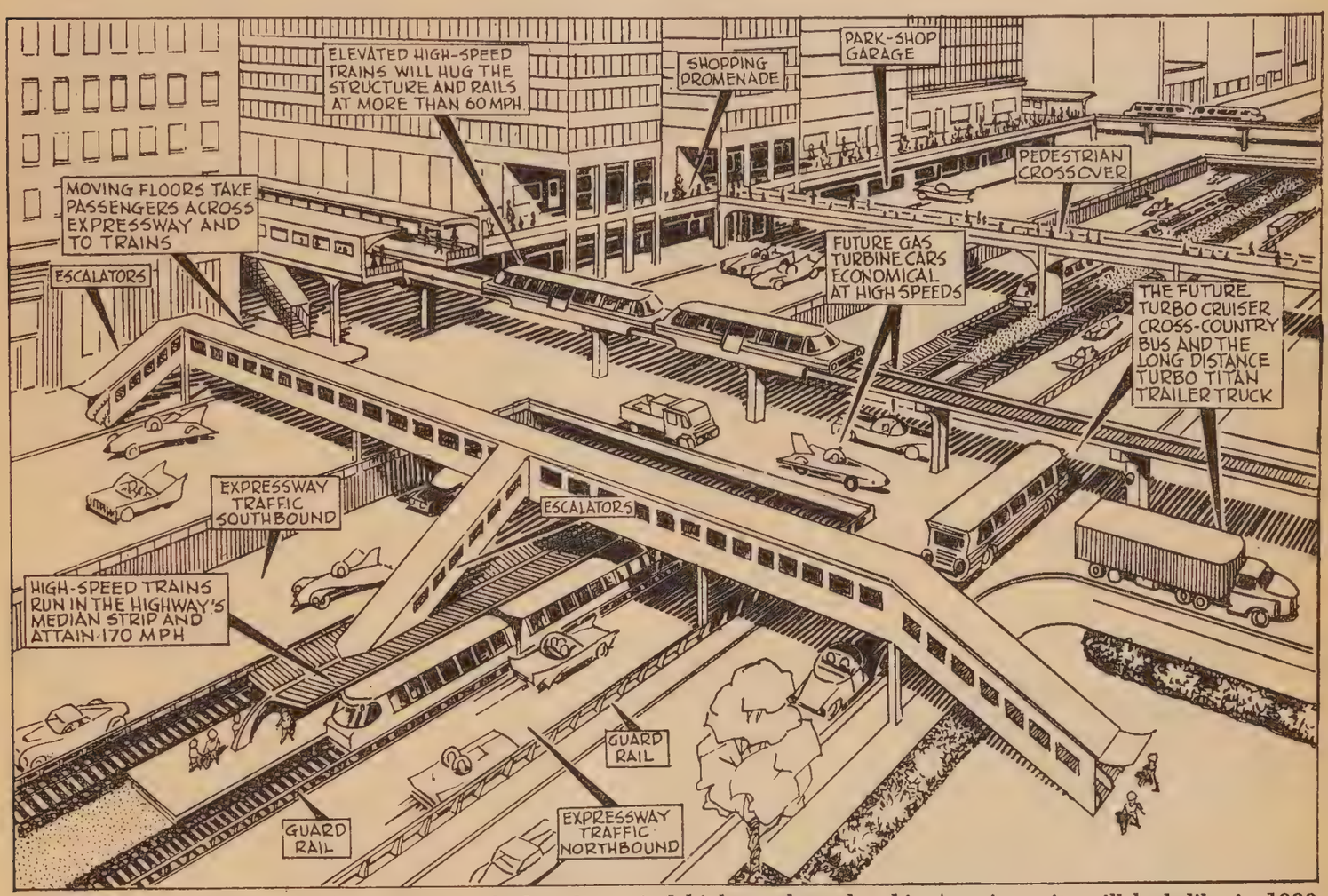
Says James McFarlane, 86 Congress St., St. Albans, Vt.: "Much of my satisfaction from 25 years of collecting is the knowledge that all my 2300 timetables and folders are genuine. Counterfeits on the market lessen the joy of collecting from now on. You can't be sure you are getting originals."

"As perhaps the largest publisher of such material," admits Jim Johnson, Box 591, Wheaton, Ill., "I regret that some of my early reprints reached the market without the hand-stamped word *Reprint*."

Jim sells 20 different timetable facsimiles at 20 to 50¢ each. He says he'll

Airway Corp. generously offered to store the car in its freight-house parking lot at Logan Airport. But the route was blocked with autos. Led by a state trooper, another route was tried, but the tall car was too high to get under a directional sign.

The only way to get the tram in was found to be via the airport taxi strip. Even there a delay was encountered, because the gate had been chained and bolted ever since an inebriated driver got out onto the strip through this entrance. Finally, led by the state police sedan, the truck with its tall load crossed the runway, occasionally getting directions from the control tower


ELEVATED HIGH-SPEED TRAINS WILL HUG THE STRUCTURE AND RAILS AT MORE THAN 60 MPH
SHOPPING PROMENADE
PARK-SHOP GARAGE
PEDESTRIAN CROSSOVER
MOVING FLOORS TAKE PASSENGERS ACROSS EXPRESSWAY AND TO TRAINS
ESCALATORS
FUTURE GAS TURBINE CARS ECONOMICAL AT HIGH SPEEDS
THE FUTURE TURBO CRUISER CROSS-COUNTRY BUS AND THE LONG DISTANCE TURBO TITAN TRAILER TRUCK
EXPRESSWAY TRAFFIC SOUTHBOUND
ESCALATORS
HIGH-SPEED TRAINS RUN IN THE HIGHWAY'S MEDIAN STRIP AND ATTAIN 170 MPH
GUARD RAIL
GUARD RAIL
EXPRESSWAY TRAFFIC NORTHBOUND

A look into the future: artist's conception of what the typical highway through a big American city will look like in 1980.
From "Horizons Unlimited" © 1964 by The Philadelphia Inquirer

READERS are backing our stand on the reprinting of rare old traction material, especially timetables, without being marked as copies. "As a professional librarian," writes Sheldon King, 419 W. Church St., Elmira, N.Y., "the sale of reprinted books, etc., disturbs me. Inexpensive reprints of rare items are of great value to scholars only when it is very difficult to get the originals, but these should be labeled reprints so that future generations will not be fooled."

"One word, *facsimile*, on the front cover would do the trick," comments traction historian O. R. Cummings, gladly examine any of them which are sent to him for authentication and promises to run a reprinted notation in the binding of all future copies. He will send a list of his reprints to anyone asking for it.

SEASHORE TROLLEY MUSEUM ran into complications in getting the tall Glasgow doubledecker 1274 to its Maine location near Kennebunkport. Its monthly *Trolley Museum Dispatch* reports that when space was needed near Boston to store the tram, before moving permits would be valid the following Monday, the British Overseas and stopping at times to let an airliner take off. Airplane passengers could be seen peering with surprise at the sight of a doubledecked trolley on the runway, with a police escort.

PITTSBURGH'S new transit authority has named as general manager John W. Dameron, former vice president and operating manager of St. Louis Public Service Co., who was active in negotiating 17 separate labor contracts for the new Bi-State agency that took over the many transit lines in St. Louis area. Mr. Dameron will be able to use that experience on the new Allegheny Port

Modern renovation at the Upper Darby shops of PSTC have turned these same cars into *Liberty Liners*. Bought from the defunct North Shore Line, they were put into daily service on the Norristown Division last Jan. 26th and are well liked.
Two upper photos by Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Tavern-lounge of the Red Arrow *Liberty Liners*, showing the snack bar and murals. The cars are four-unit, articulated, fast trains, air-conditioned, luxuriously furnished, and equipped with a sound system that provides soft music while they are skimming over the rails. The operator can interrupt the music at any time to make announcements. A similar system is used in one of the company's buses.
Philadelphia Suburban Transportation Company

Authority, which has to work out more than 30 different agreements and merge many more systems than was done in St. Louis.

Jim Cerny, of Pittsburgh, reports that the new Authority has obtained a loan of $45 million to buy all the transit lines, including the large Pittsburgh Railways. Six local banks advanced the money, led by Mellon National Bank which put up $30 million for this, the largest loan ever made by banks in the area.

Pittsburgh's Port Authority plans to keep only one of the 3 remaining incline lines, according to Director Harley L. Swift, The Monongahela incline that operates at a small profit would be retained, but not the Castle Shannon or Duquesne Heights incline.

Duquesne Incline, now owned by local businessmen, may be allowed to continue as a separate entity, since many local citizens are operating it now as paid volunteers. Duquesne Heights Civic Assn. will soon also become part owner, having raised $14,000 of the $20,000 needed to buy an interest in the going concern.

ARE we unduly pessimistic about the future of electric railways in the Philadelphia area under the new Southeastern Penna. Transportation Agency? Art Munson, 25 Hillside Rd., Levittown, Pa., points to large increases in passenger traffic on suburban lines run under the Passenger Service Improvement Corporation that has provided better service and new equipment on the Reading and Pennsy lines.

John Pawson, 1712 Alba Rd., Willow rove, Pa., says SEPTA has no plans for rail abandonments in the five counties it will serve in Philadelphia and adjoining Counties. He points to several improvements, particularly the new service by Philadelphia Suburban's *Libertyliners* (formerly Electroliners) and the company's offer to operate trains over the 20 miles of Reading tracks to Downingtown, Pa.; also proposed extensions of the Broad Street subway.

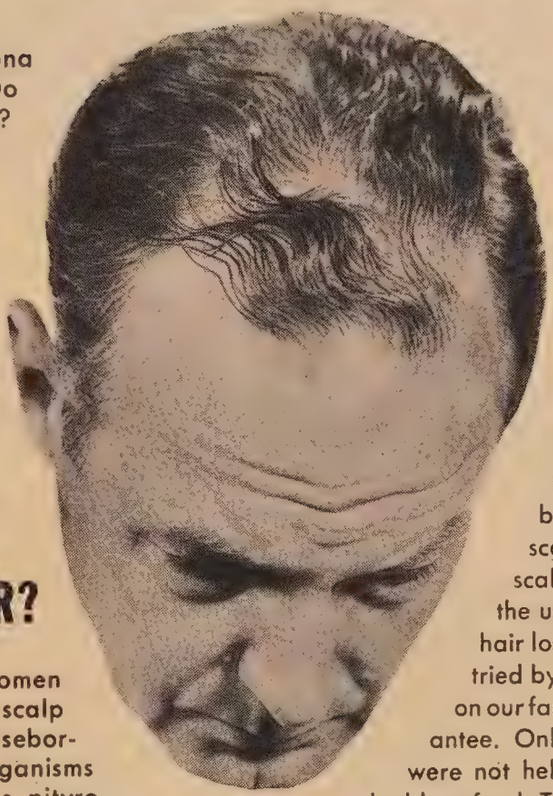
"BOSTON area faces serious rail abandonments," laments James H. Crimmins, 5 Bonnie Dr., Exeter, N.H., "due to plans of the Boston & Maine to abandon all of its commuter service and the New Haven Road's intention to quit such service to suburban Needham, Dedham, and Blackstone.

As long ago as 1947, Chief Engineer E. B. Myott and then-General Manager Edward Dana warned of the end of local rail commuter service, but his warnings fell on deaf ears. When the Massachusetts Legislature set up the Metropolitan Transit Authority it limited MTA to 14 districts, feeling that service to other communities would bring deficits. (*Turn to page* 44)

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Here's the Proof!

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out.
R. W. C., Cicero, Ill.

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
J. M. K., Columbus, Ohio

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1963

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc. Dept. 3405C
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

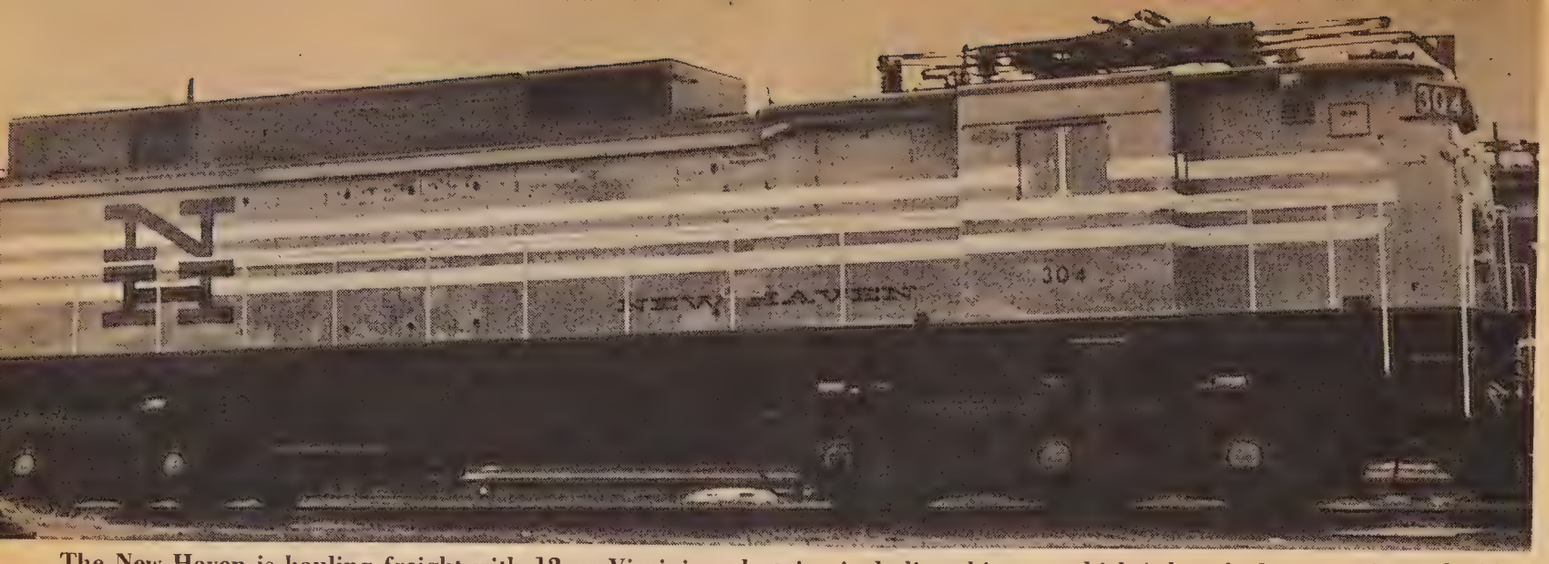
Name .....

Address .....

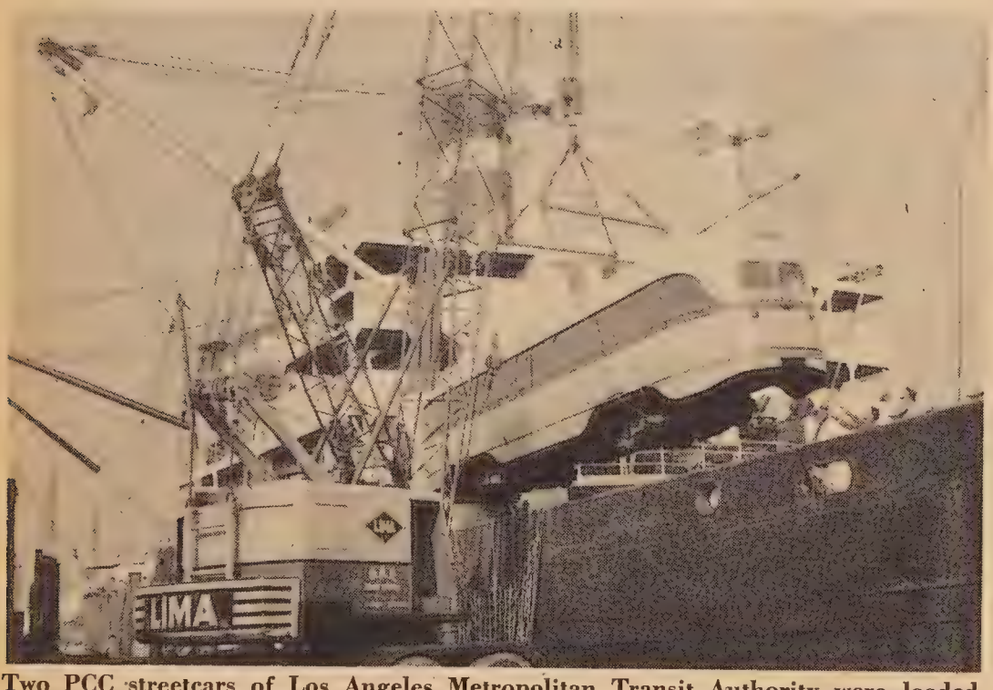
City ..... Zone..... State.....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.
Canadian, foreign, add 50 cents — No C.O.D.

DOUBLE MONEY BACK GUARANTEE



The New Haven is hauling freight with 12 ex-Virginian electrics, including this one, which it bought last year from the Norfolk & Western for $300,000. Each locomotive weighs 200 tons, is about 700 feet long, is rated at 3300 hp, operates from overhead power and is painted red and black with white stripes. Each is 7 years old, still has an estimated life of 23 years.
New York, New Haven & Hartford Railroad



Two PCC streetcars of Los Angeles Metropolitan Transit Authority were loaded onto a freighter and shipped to Antofagasta, Chile, then were taken on flatcars 80 miles to Chile Nitrate Corp., where they are now transporting workers.
Ray Ballash, Jim Walker and Orange Empire Trolley Museum

Construction work on Japan's newest monorail line, to run between Tokyo's center and airport, opening Sept. 1.
Sinichi Miyazaki

In Foreign Lands

BOLOGNA, Italy, ended its 83 years of streetcar operation last January.

ONE of our Japanese readers has been transferred from the Nagoya Electric Railroad to the Nippon Koka Dentetsu. "My new job," writes Sinichi Miyazacki, Sasajimaso, 23-2 Chome, Simouma-cho, Setagaya-ku, Tokyo, Japan, "is to help operate the Alweg monorail between the heart of Tokyo and the international airport, Haneda. This double-tracked line, 13.2 kilometers long, is nearing completion. Most of it is over Tokyo Bay or along the coast. The need for monorail is shown by the fact that the highway routes between Tokyo's center and the airport are badly congested and the growing influx of tourists is worsening the situation. Our monorail will lighten that traffic considerably. The motormen being trained for the run are high-school graduates, age 19 or 20.

"Our first monorail units are arriving this spring. Test runs will begin shortly afterward on the world's longest commercial monorail line. Public operation is planned for September 1, before Tokyo's Olympic Games open."

"I READ with great interest James Holden's excellent article, 'Subways of the World,' in your February issue," writes A. P. Barsis, 175 S. 36th St., Boulder, Colo. "As a native of Vienna, Austria, I make a minor correction. Vienna's rapid transit lines are not termed *U-Bahn*. The original lines, partly subway, partly open-cut, and partly elevated, are called *Stadtbahn* ('city railway'). These lines were electrified in the 1920's and are run by the same agency which operates streetcars and buses. About two years ago part of a connecting main railroad line was electrified and is now operated as the *Schnellbahn* ('rapid subway')."

SOUTH AMERICAN trolley lines are now steadily vanishing, reports Earl

A wonderful new plan for making money in spare time with Mother Nature as your partner

It's Fun! It's Creative! It's Artistic! And you can quickly learn to use the simple equipment that Creates Art Objects finished in Sterling Silver, Copper-Bronze and 14 KARAT GOLD—all based on Nature's exquisite forms.

I have investigated and appraised hundreds of different kinds of home businesses. But it is only on rare occasions that I find one I can really get enthusiastic about. The Warner Home Metalizing Business is one of them. If you are looking for an unusual way to make money at home in your spare time, I think you will be interested in the facts as reported here.

By Bruce Baxter

To start with, let me say that a simple, 10-step plan makes it easy for any man or woman to start and to build a profitable home business. Of these ten steps, there are three, it seems to me, that call for special mention. First is the fact that no house-to-house canvassing is required in order to sell the artistic products you create. Next is the fact that no previous experience is needed. And, third, because Nature supplies most of your raw material, free, there are almost unbelievable margins of profits to be made—profit mark-ups that run as high as 500%.

Let me give you a graphic example. You pick up a small leaf that has fallen to the ground. You then Metalize it and finish it in Sterling Silver. Like magic, a leaf worth nothing in its natural form, becomes a delicately beautiful brooch or lapel pin with a retail value of $7.50 to $10.00! Cost of your other materials about 50¢. Profit, to cover your time, $7.00 to $9.50!

Another example. You mount a seashell on a cap from a discarded spray can and finish both with 14 KARAT Gold. Your material (including the Gold) costs about 8¢. Yet the finished product should bring in at least $1.75.

Leaves, flowers, pine cones, twigs, seeds, seed pods, burrs, seashells—Nature showers us with an inexhaustible supply of materials that can be metalized and turned into money. From your own back yard, from city parks or nearby woods, you can pick up enough material to turn a home work shop into a real gold mine. On a summer vacation you can gather enough of Nature's creations—all FREE—to keep you busy all winter long creating costume jewelry and objects of art.

The possibilities for profit in the home metalizing business are so fantastic as to be almost unbelievable until the beginner actually starts a metalizing business of his own. Only then will he be able to see what can be done with this amazing spare time business.

It is a business that is different in still another way. The Warner Homework Plan makes metalizing so simple and easy that housewives and even teenagers have no trouble learning it. Often, all the members of the family from the children to the grandparents find it fun to help with the work. In other cases husband and wife work the Plan together and make more money than an individual could earn working alone. Or two men or two women can start a business as partners and quickly establish reputations as creative artists.

The organization back of the Warner Plan is one in which you can have the utmost confidence. The company has been in business for more than 30 years and the Plan itself is the result of years of careful research, investigation, study and analysis. Experts I have talked to in the electroplating field tell me the Warner Plan is the most complete treatise of its kind ever compiled for the beginner. These experts also point out that the demand for metalized objects is universal. Therefore the opportunities for the home worker are as good in one community as in another. To live in a small town is no handicap. To live in a big city is to gain no special advantages. In the home metalizing business, it is possible to make money anywhere while the amount of money earned depends entirely upon what a person does with his or her spare time.

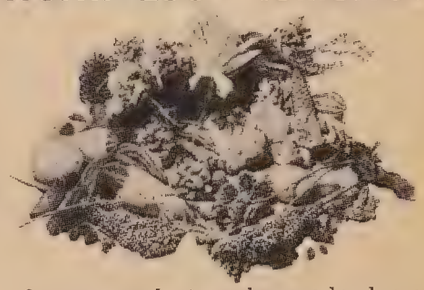
This report is nothing more than a bare outline of the complete home metalizing story. But full details are available free of charge from the Warner Electric Company and I suggest that you get in touch with them at once if this Plan for making money at home appeals to you.

Simply address a letter or postcard to Mr. Donald B. Warner, President; Warner Electric Company, Inc.; 1512 Jarvis Avenue; Chicago, Illinois 60626, and details of the 10-step home work plan will come to you by return mail, postage prepaid. No salesmen will call to try to sell you anything.

Worth NOTHING Today, Worth $250.00 Tomorrow

This little pile of weeds, flowers, pine cones, seed pods, twigs, gourds, burrs, leaves, nuts, fruits and vegetables can be gathered in an hour or two. In their present form they have little or no value. But through the magic of metalizing you can create a potential of $250.00 or more in retail sales value.

You can see actual examples of this transformation in a new booklet recently published by Warner. It is titled "The Warner Homework Plan for Making Money in Spare Time." In this booklet you will see photographs of scores of the artistic creations that can be made in the home through the miracle of Metalizing. Under each of the more than 60 photographs, there is a description of the article, the cost of raw material and the retail value. These photographs and



figures reveal at a glance why home metalizing pays profits that can run as high as 500%. The booklet is published exclusively by Warner. It cannot be found in any book store. It is not for sale. But, it will be sent free to anyone interested in making money at home.

8 PAGES MORE THAN 60 PHOTOGRAPHS NOW FREE!

Mail Coupon right away for your copy of this new Metalizing booklet

Mr. Warner wishes to place this booklet in the hands of every man and woman who is looking for an artistic and interesting way to earn money at home in spare time. Your name and address in the coupon will bring you your copy postage prepaid. There is no charge for the booklet. No salesmen will call for the simple reason that Mr. Warner employs no salesmen.

Mr. Donald B. Warner, President
Warner Electric Co., Inc., Dept. M-7-EE
1512 Jarvis Avenue, Chicago, Illinois 60626

Please send me a copy of your illustrated booklet entitled, "The Warner Home Work Plan for Making Money in Spare Time." It is understood there is no charge for the booklet now or at any other time and that no salesmen will call. After reading this booklet I will let you know if I have any further interest in the Warner Plan.

Name_____

Address_____

City_____ State_____ Zip Code_____

The Possum Trot Line is the only remaining regularly scheduled mixed freight and passenger line that closes its eyes to any other form of locomotive power. Hear it, feel it, smell it, as it holds the steam frontier on 23 scenic miles in southwest Arkansas. No Indians . . . no train robbers . . . just an honest-to-goodness railroad that makes its living hauling lumber, oil and poles. And you're backstage for the entire round trip. Regular mixed passenger and freight trains are scheduled year round on Mondays, Wednesdays, and Fridays. Saturday runs are scheduled from June 1 through Labor Day. Write today for our free descriptive brochure.

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General Offices
P. O. Box 6049, Shreveport, Louisiana 71106

W. Clark, Clark, 825 Taft Rd., Cincinnati, Ohio. Earl compiles a world-wide listing of trolley lines every two years. He recently visited all trolley lines still known to be operating in Brazil, except for Sao Luiz where a system operates that probably has never been seen by any trolley fan, and Rio Grande, in the southern tip of the country.

In Rio de Janeiro area 4 companies are still running. At Rio the Rio Light Co. operates a very large city system with only open trolleys. Hundreds of these cars can be seen fighting their way through traffic snarls. Elsewhere in Rio there is a tram system on Governor's Island, site of the international airport, and from Largo de Carioca, where quaint single-trucked open cars run up and down the mountain over a 200-year-old aqueduct, serving Silvestre and Paula Mattos.

Campo Grande, near Rio, has a large open-car system, with low voltage and slow-moving trolleys. This company operates a funeral trolley to the local cemetery. By ferry across Guanabara Bay from Rio, two lines remain in operation at Niteroi, with the only closed cars in the Rio area. Open and closed double-truckers operate here on a 3-ft gage track.

Cars still run at Juiz de Fora. Old cars built by Brill and St. Louis—single- and double-truck open cars—make the streets look like a U.S. city of 40 years ago. Farther south, there is an interurban line that appears to have been transplanted from Switzerland. It is the *Estrado de Ferro Campos de Jordao* and runs more than 30 miles between Pindamonhangaba and Emilio Ribas, through mountain terrain, using heavy electric cars similar to those on Swiss lines. At Campos in Argentina old streetcars of German make operate on the interurban track.

Sao Paulo still has a city tramway system, though lines here are plagued by traffic problems. Nearby systems run at Campinas, Santos, and Piracicaba. The Piracicaba system is the smallest, 5 open trolleys and a trailer serve 3 lines that meet at a central intersection. At Sorocaba a 9-mile interurban runs to a cement plant.

Porto Allegre, Brazil, has master unit cars, even some curved-siders resembling Cincinnati Car Co. types. All cars use trolley poles and are painted yellow.

In Chile, the last streetcar operation Earl found was at Santiago. The West Santiago Electric Ry. runs for 12 blocks on one side of the street, with 3 cars still in service. In a yard about 20 old cars resting on the ground, apparently are cannibalized for parts to keep the remaining cars in operation. The interurban line to Valparaiso-Vina del Mar, 75 miles to Alto, the *Llano de Maipo* (pictured in our Feb. '59 issue), stopped running two years ago. Santiago's city system quit in 1960.

Most incongruous find was the line at Batuco, Chile, where horse-drawn cars run between the Chilean State Railroad station and an ammunition dump, on track with overhead catenary in place and on which electric locomotives once ran.

In Peru, the Lima trolleys still operate despite rumors that trackless buses would be bought. Only recent abandonment was the city line at Callao. However, at Arequipa a large order of trolley buses from Seattle, Wash., was to have replaced all of the trolleys on this 42"-gage line but funds were unavailable. Arequipa's trolleys include Birneys and some former U.S. trolleys. A local meat delivery is carried on over one line.

Since Earl Clark returned from his South American tour, news has come from Arnold I. Reid, Defensa 665, Buenos Aires, R. 46, Argentina, that buses are replacing all trolleys large Rio de Janeiro system. Locally called *bondes* because the original English company that built the line launched a bond issue to finance its construction, the cars were said to be operating at a heavy loss due to low fares imposed by the government. Being obliged by charter to run the trolleys until 1970, the company is paying a huge sum to the government to be released from its obligation to keep running.

New Publications

ROUTE OF THE ELECTROLINERS is the second in a 2-vol. history of the Chicago North Shore & Milwaukee, 188 pages, 8½x11", well illustrated, spiral binding. Again many Central Electric Rail-fan Asso. members combined to produce a comprehensive coverage of a traction line. This issue runs from 1926 to the 1962 abandonment. It marks CERA's 25th anniversary. Last year's volume covered the North Shore story up to 1926; only a few copies left. Each volume costs $9 from CERA, P.O. Box 503, Chicago, Ill. 60690. (Illinois residents add 36¢ per volume sales tax.)

A bi-monthly mimeographed traction publication is planned by Racine Railroad Society, 2512 Kearney Ave., Racine, Wis., to help defray the cost of a project that would retain a short piece of North Shore right-of-way at Kenosha, Wis., including the old station building, where one or more interurban cars could be kept and operated for museum purposes. Robert J. Giebel appeals to readers for aid in raising the $2500 needed now for this project.

PUBLIC SERVICE VEHICLES, by David Kaye, 64 pages, 6x9", hard cover, presents photos of old-time buses and trams that used to run in Britain, one picture and explanation to each page. It also lists buses and trams preserved in Britain. Copies are $2 each from Sportshelf, P.O. Box 634, New Rochelle, N.Y. The Sportshelf also sells TRAM-CARS, a similar book on preserved British trams, which we reviewed previously, $2.

STREET RYS. OF PEORIA, ILL. and WILLAPA HARBOR ELECTRIC RY. (Wash.) were featured in illustrated stories in the Fall issue of *Electric Traction Quarterly*, 28 pages. Individual copies $1.25 each from James Johnson, Box 591, Wheaton, Ill.

TROLLEY TALK, issued 5 times a year by Richard M. Wagner, covers trolley models primarily, also prototype info. and many photos of real trolleys. Single issues 35¢; yearly subscription $1.35. However, Mr. Wagner has reprinted the first 20 issues, 1954-'58, in all 98 pages, into a stapled volume that can be had for $4.25 from Wagner Car Co., 59 Euclid Ave., Cincinnati, O. 45215. ●

U.S. Naval Scientist Reveals How You May

NOW! FILL YOUR GAS TANK ONCE A MONTH... CHANGE YOUR OIL ONCE A YEAR!

Amazing invention converts raw untapped power in ordinary gasoline into a fantastic new source of energy for your car!

Yes, SAVE EVEN up to $15.00 a month, save up to 35 gallons of gas each month . . . without adding a single new part to your car!

by CARL ANDERSON

(as compiled from official Government documents and scores of reports from the leading oil companies in the United States)

What you are about to enter is a new era of automotive history. An era of mileage miracles where you can take a 10 year old car and drive across 6 states of the union on a single tank of gas—Where you can blaze a trail from New York to Chicago on just 2 or 3 tankfuls—an era so wondrous and startling that "impossible" savings like 29, 33 even 35 gallons per month are proven facts—

AND NOT ON SOME DREAM CAR OF THE FUTURE BUT ON THE VERY CAR YOU MAY BE DRIVING TODAY!

Yes, what you are going to do to your car is the very same thing that leading automotive scientists now do to their cars . . . the very same thing that both police cars and huge taxi fleets now do to even the worst gas gulping engines they have—Yes, the very same thing that even Rolls Royce is now doing to their most expensive models—you are going to convert the hydro-carbon atoms in ordinary gasoline into a surging new source of power for your car . . . power that costs you not one single cent!

So come now to secret Gov't file No. 156,695 . . . and brace yourself for the most spectacular invention of our times . . . the dream-child invention of U. S. Naval Scientist W. T. Johns, that's guaranteed to give you more blazing power, more super pick-up, more miles per gallon than you could ever possibly hope for . . . and at the same time save you as much as $300.00 a year on gas and oil, year after year after year.

Imagine the thrill of filling your gas tank as little as once a month . . . as you convert untapped power into a whole new storehouse of energy!

How is this possible? The answer is simple: You see, as any automotive engineer will tell you, the hydro-carbon atoms in gasoline, make it one of the most powerful fuels on the face of the earth. More powerful than the fuel used in jet aircraft . . . more powerful than liquid oxygen . . . even more powerful than the fuel in giant diesel engines.

Then what happens to all the power in those hydro-carbon atoms? Once again the answer is simple . . . only this time it's expensive, too. Because, out of every gallon of gasoline pumped into your car today, your present engine can extract only 30% of the total power potential. What happens to the other 70%—that other 25c worth of gasoline in each and every gallon? NOTHING! ABSOLUTELY NOTHING! Your engine just isn't equipped for the extra power in those atoms . . . and they go wasting away out of your exhaust pipe, unused, untapped, PURELY WASTED. It's as if your tail pipe was literally spitting out good money mile after mile after mile.

Can something be done about this ridiculous waste of money and gasoline? That's the question that's stumped the experts ever since they first discovered this vast storehouse of energy in ordinary gasoline. Only, now the answer is YES! Here's why:

The Amazing Discovery of U.S. Naval Scientist W. T. Johns

Years ago while working with special government engines, Naval Scientist W. T. Johns noticed a peculiar thing: these high-powered engines were able to extract more power from the gasoline fed to them, than ordinary automobile engines were able to do. Realizing he was on the verge of perhaps one of the most significant discoveries of our age . . . W. T. Johns quickly pooled all his efforts . . . plus all the knowledge he had gathered as a research Scientist for the Navy Rocket program . . . and here is what he uncovered:

More Miles Per Gallon Than You Ever Dreamed Possible!

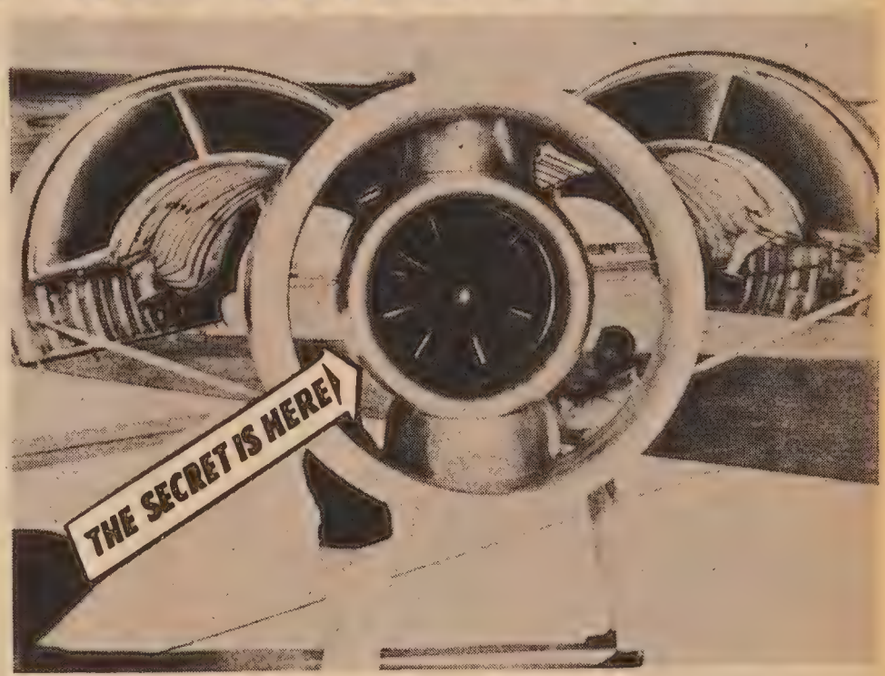
The secret of extracting more blazing power from the untapped hydro-carbon atoms in ordinary gasoline was easily achieved when his new invention called the Dynovac was attached to the car engine . . . thereby eliminating one of the greatest causes of lost hydro-carbon power . . . AND CONVERTING THOSE WASTED HYDRO-CARBON ATOMS INTO PISTON DRIVING POWER mile after mile after mile.

Even more startling, because of this conversion . . . because you could now get more power with less wear and tear on your car's engine, W. T. Johns was astounded to find that not only could you fill your gas tank as little as once a month . . . but you only had to change your oil as little as once a year!

In plain simple talk, the miracle that U. S. Naval Scientist W. T. Johns discovered while working for the Navy . . . he then applied to cars. So that you can now save up to 35 gallons of gas each month . . . up to $300.00 worth of oil and gas each year!

Is This Invention Available To The Public?

By now you are probably saying to yourself, is this invention yet available to the public . . . and if so, how can I get it? Well, on American cars the principles of this amazing invention is not yet standard equipment . . . and will not become so for at least 2 or 3 years OR LONGER. On foreign-made cars the same is true with one exception. Should you purchase a Rolls Royce. A BUILT-IN ELECTROLYTIC UNIT USING THE PRINCIPLE OF JOHNS' DISCOVERY has already been installed by the factory. But since we don't expect most people to be buying Rolls Royce cars tomorrow (even though they are the finest in the world) . . . here is how you can get a DYNOVAC for your car . . . and see with your own eyes the fantastic change it will make in your car's engine . . . and all at our risk on this special trial offer.



Yes, it was while working in conjunction with the U.S. Navy on its jet and rocket research program that Naval Scientist W. T. Johns first unlocked the secret to his great new invention. For it was on engines such as this that Johns first discovered how to unlock the latent power in wasted hydro-carbon atoms . . . THE VERY SAME ATOMS FOUND IN ORDINARY GASOLINE . . . ATOMS THAT YOU CAN NOW UNLEASH INTO A NEW SOURCE OF ENERGY FOR YOUR CAR! For full details read the rest of this exciting breakthrough in automotive engineering.

What This Means To You

It means that if you are sick and tired of seeing your car literally "ignore" waste and throw away hundreds of gallons of gas. . . If you are sick and tired of putting in a 35c gallon of gas and getting back a mere 10c worth of performance . . . then here at last is the dream discovery you've been waiting for. Because, thanks to the miracle DYNOVAC no matter if you drive in heavy stop and go city traffic . . . or if you blaze the turnpikes at 70 or 80 miles an hour speeds . . . no matter whether you drive in sub-zero climates or even oven-hot deserts . . . no matter whether you drive 50, 60, even 100 miles a week, month after month, year after year . . . no matter whether your car is a six cylinder or 8-cylinder, manual shift or automatic shift, whether a brand new 1964 model or one that's 10 years old . . . YOU CAN NOW FILL YOUR GAS TANK JUST ONCE A MONTH, CHANGE YOUR OIL ONCE A YEAR!

Gas Savings As High As 50% Or More

reports panel of consumers who have tried this sensational invention! And each day new reports of equally glowing results still keep pouring in.

46% BETTER GAS MILEAGE reports John Doremus of Passaic, N. J. "And I not only got all this extra mileage per gallon . . . but was also able to use regular rather than high test gas."

GETS 22 MILES A GALLON ON CAR 53,000 MILES OLD . . . Roscoe Wagner, Knoxville, Iowa, confirms lab proof that with DYNOVAC you achieve fantastic gas savings, oil savings . . . even on cars that are way past "middle age."

GAS MILEAGE SOARS AS HIGH AS 50% BETTER writes G. S. Selig, Cambridge, Mass. Lavish praise after evaluating the results of this amazing invention after 40,000 of both city and highway driving.

OVER 60% MORE MILES PER GALLON IN CONSUMER COMPARISON TEST, reports C. B. Thomas, Marysville, Mich. . . . in comparing the car with Dynovac vs. a previously owned V-8 without Dynovac.

50% MORE MILES PER GALLON raves C. Jackson, White Plains, N. Y. Still another case that confirms our belief that for improving your car's overall performance nothing can match the miracle DYNOVAC.

10 YEAR OLD CAR GETS 23 MILES A GALLON . . . R. C. Chuber, Mineola, N. Y. details his remarkable results after installing this thrilling scientific invention.

Prove It To Yourself At Our Risk

Nothing speaks louder for a product than a satisfied user . . . and nothing can convince you of DYNOVAC'S amazing results better than to have one for your car. That is why we say use it and prove to yourself the fantastic results obtained by test-scientists, test-drivers, and test laboratories of this amazing invention.

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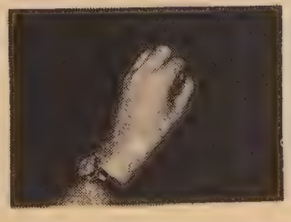

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SHORTLINES OF ARKANSAS

Locomotive roster compiled by Sy Reich

Arkansas & Louisiana Missouri Railway

Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
10	1000	GM-EMD	NW2	B-B	62,500	248,000	1949	
11	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
12	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	

Arkansas Western Railway

Owns one other unit; specifications unknown to us.

Ashley, Drew & Northern Railway

Owns no motive power; uses Kansas City Southern locomotives.

170, 172	600	GE	70-ton	B-B	41,300	140,000	1948	
174	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
176, 178	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955, 63	

Bauxite & Northern Railway

10-11	1200	GM-EMD	SW9	B-B	62,000	248,000	1952, 4	

Cotton Plant-Fargo Railway

Owns one locomotive; specifications unknown to us.

Dardanelle & Russellville Railroad

5	300	Plymouth	45-ton	?	?	90,000	?	1
12	300	GE	45-ton	B-B	27,500	90,000	?	
14	600	GM-EMC	SW	B-B	50,400	202,000	1937	2

Delta Valley & Southern Railway

50	300	GE	45-ton	B-B	30,000	100,000	1954	

DeQueen & Eastern Railroad

D3	800	GM-EMD	SW8	B-B	57,500	230,000	1951	
D4	900	GM-EMD	SW900	B-B	58,000	232,000	1954	
?	1200	GM-EMD	SW1200	B-B	62,000	248,000	1960	

Doniphan, Kensett & Searcy Railway

Owns no locomotives.

El Dorado & Wesson Railway

Owns two locomotives; specifications unknown to us.

Fordyce & Princeton Railroad

Owns one locomotive; specifications unknown to us.

Graysonia, Nashville & Ashdown Railroad

Owns two locomotives; specifications unknown to us.

Helena Southwestern Railroad

Owns one locomotive; specifications unknown to us.

Louisiana & North West Railroad

40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	
42-43	1000	Baldwin	VO 1000	B-B	59,600	240,580	1943-5	3

Louisiana & Pine Bluff Railway

Owns one locomotive; specifications unknown to us.

Midland Valley Railroad

151-154	1500	GM-EMD	GP7	B-B	60,000	240,000	1953	4

Prescott & North-Western Railroad

Owns two locomotives; specifications unknown to us.

Texarkana Union Station Trust

Owns no locomotives. Kansas City Southern, Missouri Pacific, and Texas Pacific trains use its facilities.

Warren & Ouachita Valley Railway

Owns one locomotive; specifications unknown to us.

Warren & Saline River Railroad

73	?	Whitcomb	70-ton	B-B	35,000	140,000	?	6

Reader Railroad (steam-powered)

Road Nos.	Wheel Arngt.	Cyls.	Dri.	BP	Weight	Tract. Effort	Builder	Date	Notes
11	2-6-2	17x24	46	200	125,000	23,100	Baldwin	1925	7
108	2-6-2	18x24	47	200	125,000	25,300	Baldwin	1920	5

Arkansas Roster Notes

Roster based on data from general managers of Kansas City Southern, B&N, D&R, and W&SR; vice president-operation of MP; mechanical supervisor of AD&N; president and general manager of Reader; secretary of TUST, and vice president and general managers of L&NW and DV&S. Roster is generally accurate as of last quarter of 1963.

For the purpose of our rosters, "shortline" is defined as any common-carrier railroad listed in either Official Guide or Pocket List of Railroad Officials and having a total route mileage less than 400.

Locomotive builders: GM-EMD—General Motors-Electro Motive Div.; GM-EMC—General Motors-Electro Motive Corp.; GE—General Electric.

(1) Ex Rockdale, Sandow & Southern.
(2) Ex Missouri Pacific 9001.
(3) Ex St. Louis-Southwestern 1005, 1009.
(4) 152-153 rebuilt to GP9M by GM-EMD in 1958.
(5) Originally Angelina & Neches River 108, purchased in 1956.
(6) Ex Potlach Forests, Inc. 73.
(7) Originally Caddo & Choctaw 11.

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A new full-length ORIGINALS' exclusive adaptation of Cleopatra's most regal gown—unadorned to focus full attention on your personal beauty. Create three moods with a single lace shoulder strap which can be concealed to appear strapless . . . or raise the elasticized gathered bodice to create a high bust line . . . or put your arms through the lacy side openings to effect a still higher neckline. Now you can have this Fashion "first" first! ORIGINALS' finest quality sheer nylon and detailed workmanship. Moon shadows Black, Flame Red, Temple White. Sizes: S-M-L. **ORIGINALS'**

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Originals' Special Price $4.95

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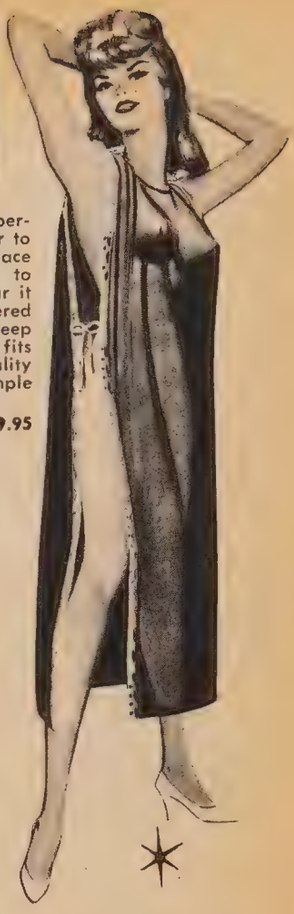
So simple! So lovely! So truly classic! A perfect frame for any figure! Open shoulder to hemline with shoulder pleats held in place by dazzling gold metallic braid bows to match the side bands. If you wish, wear it with the matching self-fabric cord gathered at the waist. **Very** new, **very** chic for sleep wear or lounging. Adjustable — one size fits all! Created of ORIGINALS' finest quality sheer nylon. Moon Shadows Black, Temple White, Flame Red.

Originals' Special Price $9.95



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$4.95

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Itchy scalp, hair loss, dandruff, very dry or oily scalp are warning symptoms of a scalp disease called seborrhea. To neglect these symptoms, is to invite baldness.

Seborrhea is believed caused by three parasitic germ organisms — staphylococcus albus, pityrosporum ovale, microbacillus. First, these germs infect the sebacious glands, later they attack the hair follicles. The damage is permanent. The follicles atrophy, lose their power to make new hairs. The result: "thinning" hair and early baldness.

But seborrhea can be controlled, quickly and effectively. Today there is no reason for thousands of men and women to lose their hair needlessly and prematurely to seborrhea. A few home treatments with Ward's Formula, a scalp medicine, stops this cause of hair loss. Nature is given a chance to grow more hair for you.

In seconds, Ward's Formula kills the three germs. This is proved in scientific tests by an independent testing laboratory (copy of report will be sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, corrects very dry or oily hair. Ward's controls seborrhea and stops the hair loss it causes.

Ward's has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women asked for their double refund. This is an amazing performance record.

If you suffer from these seborrheic symptoms, order Ward's Formula. *Try it at our risk.* In 10 days you must see and feel the improvement in your hair and scalp. Dandruff must be gone. Scalp itch must stop. Hair must look vital and alive. Best of all, hair loss from seborrhea must end.

In 10 days, you must be completely satisfied with the results in your own case, or return the unused portion for prompt double refund. Every day's delay costs you more hair. Order Ward's today and start treatment the day you receive it. Why not enjoy a good head of hair — at no risk?

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

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DOUBLE MONEY BACK GUARANTEE

Mail Car (cont'd from page 10)

among colorful flowers, shrubs, and trees native to the Island.

Of course, there are trains on display. All sizes, from the real thing, carrying visitors past the edge of the exhibit to the railroad's special World's Fair station, down through operating scale models 1/87th of full size. Model railroad fans thrill to HO-scale LIRR trains scooting across a 10x50-foot three dimensional map of the Island. A quarter-scale operating railroad, on which anyone can ride, circles the entire exhibit. Each rider receives a souvenir commutation ticket.

Visitors can watch an LIRR switch-tower operator route trains in and out of the six-track LIRR World's Fair station nearby. They can see him at work in his glass-enclosed tower and compare the progress of the bright lights symbolizing trains and moving across his panel board to the movement of actual trains gliding past the exhibit area. LIRR trains are expected to speed more than 28 million passengers to and from the Fair, from Penn Station and all parts of the island in 1964-'5. ●

June 1, '63: fantrip with engine 13 on the Buffalo Creek & Gauley RR.
Jack Emerick, Charleston, W. Va.

FINIS. The Buffalo Creek & Gauley is no more. A silent ghost of a once prosperous railroad. This line was written up in our Aug. '62 issue as "the largest all-steam road east of the Mississippi," with a color-photo on our front cover. The author, Bill Warden, 126 Shamrock Lane, Waynesboro, Va. 22980, tells us the sad details of its demise. Clinchfield Coal Co., owner of the property, closed it down last December 16th because the Widen coal mine had petered out; and the 200 miners plus most of the old BC&G employes, losing their jobs, spent a dismal Christmas. As we go to press, BC&G is still making bobtailed runs to Swandale 3 days a week, but the line is doomed.

Bill writes: "The entire Clinchfield property is for sale—railroad, coal tipple, and some 80,000 acres. At this writing they have not accepted any offers made by railfans for the 2-8-0's and they have turned down General Superintendent Richard Manning's bid to turn the railroad into a tourist attraction. The last run was made December 30th. After years of drag service, 2-8-0 No. 13 and the caboose ran light to Widen, hitting 40 mph on the well-balanced rails. Leaving Widen, 103 cars tailed the little engine.

"I had lunch with Manning and John Killoran, the road's publicity director. Afterward, we went to Dundon yard to perform the melancholy task of cleaning out Manning's desk for the last time. I thought his wife, Hazel, was going to cry when we said farewell. (He is now working for the B&O.)

"Driving up the steep road away from Dundon yard, I stopped for what will probably be my last look at the BC&G. There, laid out before me against a background of soft white snow, was the entire silent panorama of the railroad: the 2-8-0's, their silvered smokeboxes showing signs of neglect, the steam cranes, hoppers, passenger cars, railbus, cabooses, and shops, all looking like a Christmas-tree railroad. I thought how each of us—Manning, Killoran, and I—and everyone else who loved the old railroad, had lost something very personal." ●

A NEW system that enables helper locomotives interspersed within a train to be controlled automatically is announced by General Railway Signal Co., Rochester, N.Y.. The unmanned unit is equipped with a self-contained demand-sensing control unit. Control is achieved by strain gages installed on the rear coupler. The gages can measure minute quantities of deformation due to compression or tension, monitoring the exertion of forces at the coupling. With proper interpretation of this data, combined with the required logic control, automatic control is secured. ●

With 2500-plus members and 53 local chapters all over U.S., the National Railway Historical Society invites all railfans to join. National dues, $3.50 a year, including subscription to illustrated quarterly "Bulletin," edited by Alan G. Hunn, 5713 N. Camac St., Philadelphia 41, Pa.

The Society's annual convention at Newark, N.J., next Labor Day week-end offers: Sept. 3, visit N.Y. World's Fair; Sept. 4, tour N.Y. metropolitan marine railroad facilities via chartered vessel; Sept. 5, special CNJ train to Asbury Park and Bay Head Jct.; Sept. 6, Reading-CNJ rail trip to Phila., Elsmere Jct., etc., using steam power while on RDG trackage; also annual banquet; Sept. 7, ride E-L electrified Gladstone branch; also PS subway inspection trip. Further details available from George C. Springer, 706 Graisbury Ave., Haddonfield, N.J. ●

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THE ALIBI ARTIST

Fiction Story by James W. Earp

"On your life, don't touch any of it!"

IF YOU'VE ever seen the Phil Silvers show on TV about the Army sergeant always pulling a fast one and getting away with it, you know what I mean when I say "Slippery Buck" is the Sergeant Bilko of the M&T Railroad. I've known some mighty clever railroad men in my time but none of them could beat Buck, the smoothest conductor who ever bossed a hack. No matter how deep a hole he gets into, Buck weasels out of it every time.

Humanity's friend, that's Buck. Engineers like him because his pencil can always find flaws in broken knuckles and an old break in any drawbar yanked out of his train. That same pencil is just as speedy in taking care of his brakemen when they make mistakes.

"No use having brains if you don't use 'em," he says modestly when praise comes his way. "Besides, it's not hard to handle mail-order officials like we have on this pike. My pencil is as long as theirs."

It is, too; and one afternoon after a big investigation of a little matter in which, as usual, the management is the loser, Trainmaster Fanning tells Buck: "You're good, Anderson. Some day, though, you're going to slip, and when you do not even the Brotherhood can save your job."

"That may be," Buck grins, "but let's wait till it happens."

I'm braking for him on the smoky end the night we pile fourteen cars in Hocker's Cut. On my way back I find a brake beam down on one of the cars. Evidently that's what wrecked us. When I meet up with Buck, I'm worried. I figure we're all as good as fired. We had only forty cars and the big boys will think we should have seen the fire flying. I say as much to Buck.

"Never go hunting for something to hang yourself," Buck advises. "Always look for a way out. A broken rail caused this mess. To hell with brake beams!"

He was right as to the broken rail, also the mess. You never saw as many buckled and busted cars in your life. One car has the whole front end gone, and five cases of something that smells like whisky is scattered on the ground.

"Scotch," Buck nods after a sniff. "Some of the bottles inside are broken. On your life, don't touch any of it. It'll be hard enough to convince the brass collars that we didn't drink the stuff before breaking the bottles."

"I thought of that," I groan, "and I was fired off my last job on account of me and Rule G having a head-ender. I was hoping I could stay here without trouble."

"You can't stay anywhere without trouble," Buck states. "However, forget it. Let's get over to that farmhouse there and see if they have a phone."

Although it was two a.m., the farmer and his wife are up watching a late show on TV, and they've got a phone. Buck calls the dispatcher at Terminal City and breaks the bad news to him.

"Broken rail?" the dispatcher sighs. "I suppose it had the usual flaw in it?"

"Right," says Buck. "I examined it to make sure. And better send a couple of cinder dicks with the wrecker to guard things. Got a car of Scotch whisky badly broken."

"How do you know it's Scotch?" asks the dispatcher real sudden.

"I was raised on it," Buck retorts.

This ends the confab and we amble back to the wreck. Buck looks over the car of booze and shakes his head.

"It must be guarded till the sleuths get here," he decides. "And as I've got business elsewhere, you'll have to do it, Shorty. Keep your conscience clean."

I promise. The job ain't to my liking at all. But he's the conductor and the boss. Off he goes toward the engine where "Lazy Lon" Bolton is probably sleeping. Lon is rightly named "Lazy" because he never gets off his can except in case of emergency. I don't see Buck any more till the wrecker shows up.

OUR SUPERINTENDENT is on the wrecker. Also Trainmaster Fanning. With them is the chief special agent, Tim Borden and two of his dicks. Right now that car of whisky engages their attention. The first thing they do is examine the five cases on the ground.

"This case has been broken into," says the chief sleuth. "One bottle is gone!" He looks straight at me.

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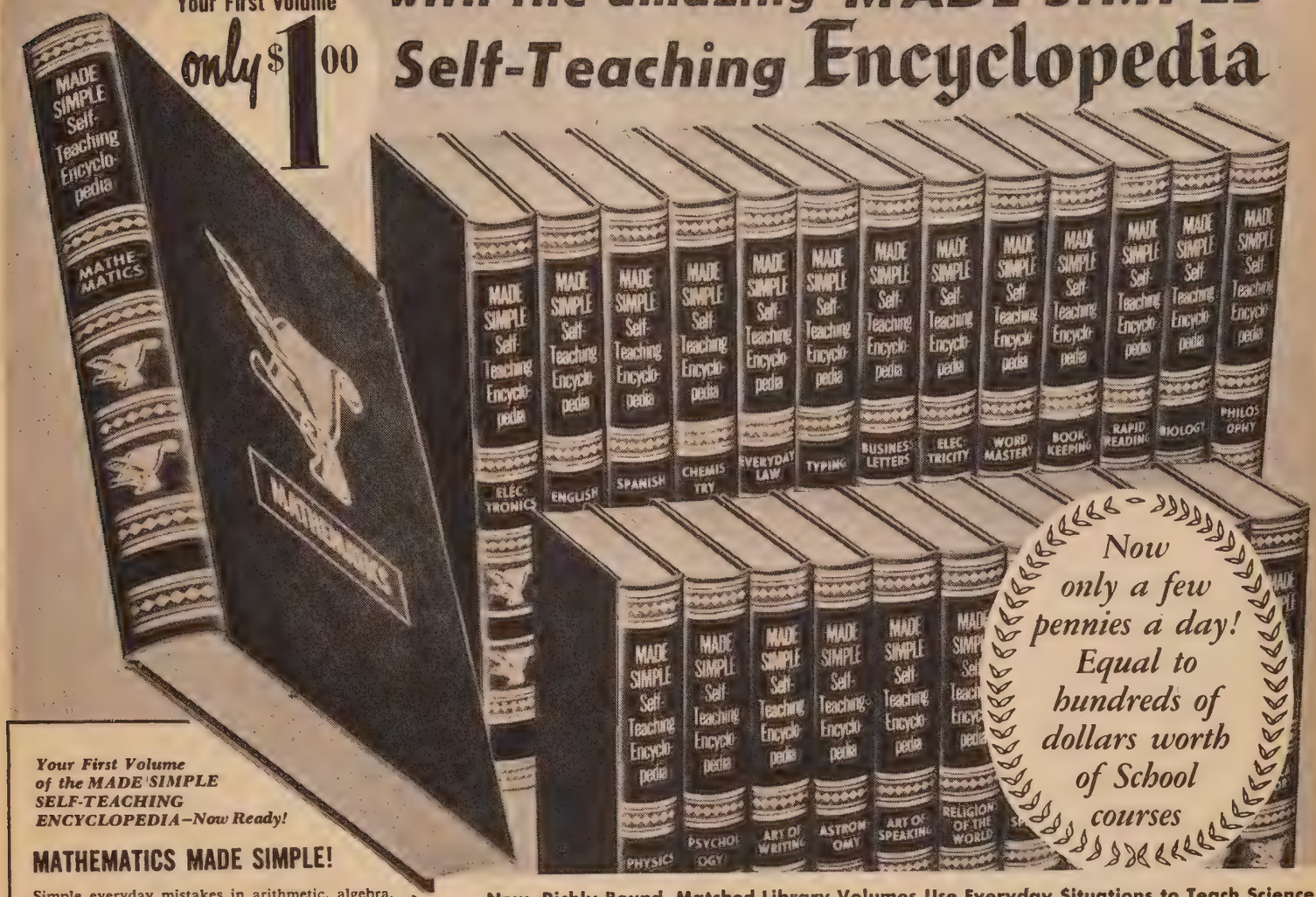

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I give a little jump, but Buck gestures and says: "Probably smashed. You'll find the pieces, I'm sure."

"No pieces," says Borden. "I just looked carefully."

"And only one bottle," remarks the super as if surprised, at the same time giving me the O.R.C. a big eye. "Now, that is a miracle."

"Well, only one that we know of," Borden grunts. "By checking the waybills we can make sure. Will you get the waybill for us, Anderson?"

Buck frowns but obliges. While the head detective and his two underlings are checking the contents of the car, Buck gets close to me and whispers: "Let me smell your breath, Billy. If you're guilty I'm off you for life."

It's easy to prove I'm innocent. Good thing, too. Our next shock is when the modern Sherlock Holmes announces that the car is short five cases of whisky.

"Of course!" says Buck. "They're here on the ground."

"I've counted them," says the sleuth stiffly. "Five others are gone."

He was right. Me and Buck check the cases ourselves to verify it.

"How do you account for this, Anderson?" the super asks.

"I wouldn't try," Buck replies. "I don't suppose any other conductor en route handled this car except me."

"For your information," smiles the super, "I might add that this car came into Pineville with a broken seal. Because of that, we checked the contents before resealing. The contents were intact at the time. They are not now. You must admit it looks rather queer."

"How long were you at the farmhouse?" Borden asks.

Buck guesses it was all of twenty minutes. The sleuth wants to know if I was on guard all the time.

"No," I reply. "I went with him."

"Did the engineer or fireman come back while you were gone, or while you were on guard?" he says, first to Buck, then to me.

"Hardly," Buck laughs. "My engineer is Lazy Lon Bolton. He wouldn't walk that far to get away from an atom bomb. And our fireman is Tommy Edwards, a deacon in the church and chairman of the Temperance Society."

"I'll vouch for both of them," puts in the trainmaster.

It's easy to see that the brass collars ain't satisfied with our stories. I'm glad when the con on the wrecker comes up and asks for help. That gets us away from the investigation for a spell.

I take my engine and what cars are on the rails over to the next town so as to make more room. There we put the cars on the house track and fill up with water. I don't see Buck any more until breakfast in the wrecker's bunk car.

"Have they found out anything new yet?" I inquire.

"Those damned correspondence school dicks couldn't track a herd of elephants in six feet of snow," Buck snorts.

"Enough of your smartness, Anderson!" Fanning snaps from the doorway. "I'll have you understand that Chief Borden represents the management in all he does. He knows enough now to prefer charges." The T.M. pauses to look at me. "However, we are willing to be lenient if the man will confess."

Buck Anderson forces a laugh. "I suppose that you've already made up your minds."

"We have," says Chief Borden. "Now we'll go ahead and prove it, since the culprit won't confess!" He faces me. "Anything youd' like to say?"

I gulp. "Nothing."

"So that's it!" Buck grunts as if he's disgusted. "Glad you tipped your hand, Borden. Just for that, I'm going to do a little detective work on my own hook. Want to go with me?"

"No," growls the sleuth, "and you stay out of this, Anderson. You're not involved."

"Oh, yes, I am," contradicts Buck. "I'm the conductor on this train that's robbed. It is up to me to locate the guilty party."

"With a pencil?" Borden sneers.

"With brains," says Buck.

THE con gets up and goes outside. I follow. Inside we could hear the super and Trainmaster Fanning and the chief sleuth talking. No need to tell me they're all primed to blame me. But I'm sorry Buck mixes into it.

"I'm not," he says. "I'm tickled to death at the chance to show up Borden. The idea of him searching my caboose lockers and turning things upside down, like he did! As if any man would be fool enough to store stolen liquor in his crummy!"

I choke back a groan. "But how can you show him up when you don't know who did it or if it was done at all?"

"Oh, it was stolen," says Buck, "and I'd bet even money I could finger the man. Been doing a little detective work myself. Thought someone ought to, since Borden won't. Come along."

I obey. We amble over to the spot where the car of whisky is still waiting for the wrecker's big hook and from there we go to the fence which runs along the right of-way and cuts off the farmer's farm from the railroad. Here Buck stops and points to tiny ruts in the ground that looks like a single wheel has been run.

"Mean anything to you?"

"No," I says. "What is it?"

"A wheelbarrow," he grins. "And it had to be loaded with something heavy to leave marks like that. I wouldn't be surprised if it wasn't the same wheelbarrow I almost fell over this morning when we went to the farmhouse. Now that I think of it, the wheelbarrow was missing when we came out of the house. And now I see our farmer friend in the barnyard. We'll go talk to him."

"Why not see where these tracks lead to?" I suggest, all thrilled. "Maybe we'll find the whisky."

"Maybe," says Buck. "They lead to that straw stack behind the barn. But first let's see the farmer."

We do. He's loading up some stuff on a wagon piled high with hay and his team is already hitched up. Buck takes some of the hay in his fingers.

"Likely-looking hay," he says.

"Best in the country," brags the farmer. "Fellow in town won't buy from anybody but me. My hired man was to deliver it. But he got drunk!"

That makes me look up. Right then and there things begin to make sense.

"Still drunk, eh? He must have laid in a good supply."

"Got a jug of it," says the farmer. "Must have been after the wreck this mornin'. He was sober then. Well, I must be gettin' along."

He mounts to the top of the hay and starts off. I catch Buck by the sleeve. But he shakes his head as if reading my mind.

"No, he hasn't got it, Billy. Don't jump at conclusions. I think we'll find red-eye under the straw stack."

We do. Five cases. One case is short three bottles, but there are four bottles lying close by. One must be the one missing from another case.

"But how did you guess it?" I ask Buck as we leave the stuff there and start back. "I don't understand."

"No guess to it," he says. "That wheelbarrow gave me the idea. So this morning before breakfast I begin looking around and find the wheelbarrow marks."

Well, the farm hand finally confesses and that ends it. But the looks on the faces of those three brass collars shows they are downright disappointed. They sure thought they had me framed. Me and Slippery Buck. ●

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BOOKS of the RAILS

COLORADO'S MOUNTAIN RAILROADS: Vol. 1, Robert A. LeMassena, assisted by R. A. Ronzio and C. S. Ryland, 112 pages, 6x9″, paperbound, illustrated, The Smoking Stack Press, 1795 S. Sheridan Blvd., Denver, Colo. 80277, priced at $3.

No part of pioneer America fascinates steam fans more than the Colorado Rockies because of the bold terrain, the age-old lure of gold and silver, and the "iron men" who ran trains pulled by little coalburners up and down the steep grades and around sharp curves, never knowing when they might hit a rock slide or be snowbound on a lonely summit. A good reference book. Basic facts, pix, maps, many roads.

HAWAIIAN RAILROADS: A Memoir of the Common Carriers of the 50th State, by John B. Hungerford, 81 pages, 6x9″, illustrated, steam locomotive rosters, Hungerford Press, 6951 Reseda Blvd., Reseda, Calif., $4.95.

Good reading matter and delightful pictures tastefully arranged. The book opens with a reproduction of a letter written to King Kalakua of Hawaii by a Brooks Locomotive Works official and closes with a photo of a railroad crossing sign labeled *Akahele Ikekaa Ahi* (literally means "Go See Car Fire").

DIRECTORY OF RAILWAY OFFIALS & YEAR BOOK: 1963-'4, 684 pages, 5½x8¼″, compiled from official sources under direction of editor of *The Railway Gazette*, Tothill Press Ltd., 33 Tothill St., Westminster, London SW 1, England, $10 in U.S. currency, $10.50 in Canadian currency.

No other book presents, as this one does, the latest detailed information on railroads all over the world, from every country in which trains run, even Vatican City. Not only that but the *Directory* has a global list of builders of locomotives and railroad cars.

We learn, for example, that steam locomotives are still being built by Tata Engineering & Locomotive Co. Ltd. at Jamshedour, India; by Williams & Dowse Ltd., Alpheus, at Bokspurg, South Africa; by Barclay Sons & Co. Ltd., Andrew, at Kilmarnock, Scotland; by Beyer Peacock Gorton Ltd. at Gorton, Manchester England; by Hunslet Engine Co. Ltd. at Leeds, Yorkshire, England, and by Railway Mine & Plantation Equipment Ltd. at Tipton, Staffordshire, England.

Also by Walkers Ltd. at Mackay, Queensland, Australia; by Simmering-Graz-Pauker A.G. at Vienna, Austria; by A-B-R at Familleurex, Belgium; by Frichs, A/S, at Aarhus, Denmark; by Ferrostaal A.G. at Essen, Germany and by Breda Terrovariaria S.p.A. and Breda Termoneccanica E Locomotive S.p.A., two separte companies, both at Milan, Italy; by Stanga, Offocina Meccanica Della at Padua, Italy.

Also by Kawasaki Rolling Stock Manufacturing Co. Ltd. at Kobe, Japan; by Nippon Sharyo Seizo Kaisha Ltd. at Kawaguchi, Japan; by Shin Mitsubishi Heavy-Industries Ltd. at Kobe, Japan; by Duro Dakovic Industrija Lokomotiva Strojeva I Mostova at Slavonski Brod; by Price Ltd., A. & G., at Thames, New Zealand, and by Maquinista Terrestre y Martima S.A., LA, at San Andres, Spain.

We didn't know so many companies were still building steamers till read the *Directory*. There's a wealth of other data, too: mileages, gauges, altitudes, tunnels, bridges, speed records, etc.

THE BRITISH STEAM RAILWAY LOCOMOTIVE from 1825 to 1925, by E. H. Ahrons, 391 pages, 8½x11″, illustrated, indexed, Ian Allan Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y., $14.

Without doubt the most comprehen-

sive history of its kind ever published. The author, an engineer, really understood locomotive design and operation and knew how to write about it. His book includes the rare combination of thoroughness, readability, and accuracy. Illustrations are plentiful but monotonous: broadside engine photos and line drawings—no action shots.

RAILROADS OF NEVADA and Eastern California: Vol. 2, by David F. Myrick, 590 pages, 8½x11″, illustrated, motive power rosters, indexed, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $12.50.

Large and impressive, this de luxe job deals with glittering steel that used to run through the southern part of the cactus and rattlesnake country. Some roads date back to 1872. Most of them have long since been abandoned. Besides such quaint names as Bullfrog Goldfield, Bonnie Claire & Ubehelde, and Epsom Salts, we find here the better-known Tonopah & Tidewater, Death Valley, Nevada Southern, and so on.

Myrick tells us about the old railroads and the forgotten people who lived in those days. His latest book, as Lucius Beebe said of Volume 1 (which covered the northern roads), is "an omnibus compilation of facts and photographs . . . a monument to the author's indefatigable genius as a social archeologist." Excellent illustrations!

"The disappearing railroads," Myrick writes, "vanishing records, fading pictures and waning memories made the compilation of the histories of the railroads and mining camps in this volume no less challenging than in the first."

"Riding the rods" was uncomfortable, dangerous, sometimes fatal, but many hoboes traveled that way long ago. Two railroaders' wives demonstrate how it was done.
From "Railroads of Nevada and Eastern California," vol. 2, by David F. Myrick

REDWOODS, IRON HORSES AND THE PACIFIC: The Story of the California Western "Skunk" Railroad, by Spencer Crump, 160 pages, 8½x11½″, 150 illustrations, with motive power roster and other supplements, Trans-Anglo Books, P.O. Box 2252, Los Angeles 53, Calif., $8.50.

Crump won the admiration of electric fans with his first book, a 250-page Pacific Electric history titled *Ride the Big Red Cars: How Trolleys Helped Build Southern California*, which Steve Maguire reviewed favorably. His latest opus likewise is done in a style both pleasing and informative. The illustrations are well chosen, including a full-color frontispiece.

Also written by Crump is *Western Pacific: The Railroad That Was Built Too Late*, 48 pages, 5½x8″, paperbound, illustrated with photos, maps, etc., reprinted from the new *Railway History Quarterly* and available from Trans-Anglo Books at $1.50.

Crump is editor of *Railway History Quarterly*, to which various writers will contribute. It was launched last January for nation-wide circulation. Each issue will contain at least 32 pages, we are told, with individual copies selling at $1 and up, depending on the issue. Subscription in North America costs $3 a year (4 issues).

NARROW GAUGE COUNTRY, by Richard F. Lind, 134 pages, 11x14″, paperbound, published by the author, P.O. Box 82, Boulder, Colo., $5.50.

A gallery of engine and train photos, widely varied and superb, mostly giant size in keeping with the greatness of the theme, but no text matter. Nine camera men are represented, including Donald Duke and Bob Richardson, Nos. 15 and 20 respectively in our *Interesting Railfans* series. An altogether satisfying array.

IMPRESSIONS OF STEAM, by Allen A. Jorgensen, 23 pages, 11x14″, limited autographed edition, available only from the author, 51 Harlem St., Rochester 7, N.Y., and only until early in June, boxed, $19.50.

Created for elite *aficionados* and the library tables of mansions, this artifact is unique in design and construction. Its 22 camera studies of steam railroading, all mood pieces, are printed on actual photographic stock and hand-mounted on costly cream-colored cardboard, looseleaf fashion, with plastic, hand-punched spiral binding and a framed "windowpane" front cover.

"Each photograph is a visual communicator in itself," the author says in his foreword. "The captions at the rear of the book act as literary supplements."

The subjects include a Rocton-Rion train with the largest and most sky-filling smoke plume we have ever seen pictured, a Grand Trunk Western freight dumping her ashes, a Canadian National excursion funneling through a snowy countryside, the shadow of a Sydney & Louisburg 2-8-2 on an embankment, and some magical night scenes.

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Flushing, North Shore & Central Railroad, by Vincent F. Seyfried, 154 pages, 5¾x8¾", illustrated, rosters, published by the author, 163 Pine St., Garden City, Long Island, N.Y., $5.

Seyfried has put a lot of scholarly research into this volume of LIRR history. The word *Comprehensive* is apt. But we wish he had used more pictures.

STORY OF THE SUSQUEHANNA & NEW YORK, by E. L. Kaserman, 24 pages, 6x9", paperbound, illustrated, steam roster included, published by author, 819 Park Ave., Williamsport, Pa., $1.

Reprint of booklet issued in 1941.

SPEED LIMIT 20: Story of Narrow Gauge Branch Lines of Victorian Railways, by Edward A. Downs, 131 pages, 5¼x8¼", illustrated, Australian Railway Historical Society, 77 Gamon St., Yarrasville, W13, Victoria, Australia, priced at $6.

Printed on uncommonly good paper, this book is for all narrow-gauge fans.

THE TORONTO, GREY & BRUCE RAILWAY, by Thomas F. McIlwraith, Jr., 30 pages, 8½x11", paperbound (spiral loose-leaf), illustrated with photos, maps, etc., steam loco rosters; Bulletin 56 of Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada, $1 (use postal money order; no U. S. check).

Detailed story of a pioneer line, founded nearly a century ago, now in Canadian Pacific system.

DOUBLEHEADED: Two Generations of Railway Enthusiasm, by Gilbert and David Thomas, 200 pages, 5½x8½", illustrated, indexed, David & Charles Ltd., 39 Strand, Dawlish, Devon, England, $3.75 in U.S., $3.95 in Canada.

For all who like British railways.

CONTINENTAL MAIN LINES, by O. S. Nock, 210 pages, 5½x8½", illustrated, indexed, Geo. Allen & Unwin Ltd., Ruskin House, 40 Museum St., London WC 1, England, $6.

Nock's thirtieth published railbook.

RAILWAYS OF THE ANDES, by Brian Fawcett, 328 pages, 5½x8½", illustrated, indexed, George Allen & Unwin Ltd., $6.

An expansion of the article, "Low Wheels in the Andes," that Fawcett wrote for *Railroad Magazine* (April '40); well worth reading. His most popular *Railroad Magazine* article was "Turntables" (March '43).

Other Books Received

The following new books are distributed in the U.S. and Canada by Sportshelf, Box 634, New Rochelle, N.Y.

LOCO SHED BOOK, 80 pages, 4x6", paperbacked, Ian Allan Ltd., $1. Locations of all British Railways enginehouses and allocations of all BR locos in numerical order.

HISTORY OF THE SOUTHERN RAILWAY: Vols. 1 and 2, by C. F. Dendy Marshall, revised by R. W. Kidner, total 563 pages, 6x9", illustrated with photos and maps, Vol. 2 indexed, Ian Allan Ltd., each volume $11. Readers interested in British rail history will welcome the annals of a big system that stemmed from a coal road built in early 1600's.

BRITISH LOCOMOTIVE NAMES OF THE 20TH CENTURY, by H. C. Casserley, 177 pages, 6x9", illustrated, indexed, Ian Allan, $8. Like American steam power of long ago, relatively few British engines have feminine names, although nameplates of the *Jenny Lind*, *Laira*, *Mona*, and *The Percy* (with bas relief of a dog) are pictured on the dust jacket.

NORTH WESTERN STEAM, by W. A. Tuplin, 251 pages, 5½x8½", illustrated indexed, George Allen & Unwin Ltd., $5. Informative and entertaining for steam fans interested in Britain's London & North Western Ry.

abc BRITISH RAILWAYS DIESEL LOCOMOTIVES, Ian Allan Ltd., 64 pages, 4x6", paperbound, illustrated, $1.25. Names, numbers, and classification of all BR diesels.

TRAINS ANNUAL: 1964, edited by G. Freeman Allen, 96 pages, 7x9½", beautifully illustrated, some whole pages in full color, Ian Allan Ltd., a good buy at $3.75. The *Annual* is always popular.

THE RAILWAYMAN'S DIESEL MANUAL, by William F. Bolton, 210 pages, copiously illustrated, some diagrams in color, indexed, $5.25. Details of diesel operation.

MASTER BUILDERS OF STEAM, by H. A. V. Bulleid, 190 pages, 6x9", illustrated, indexed, Ian Allan Ltd., $9.25. We wish the author had included some Americans in his otherwise excellent book on British locomotive builders.

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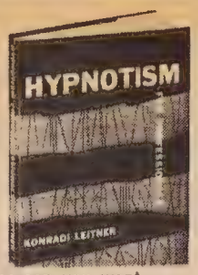

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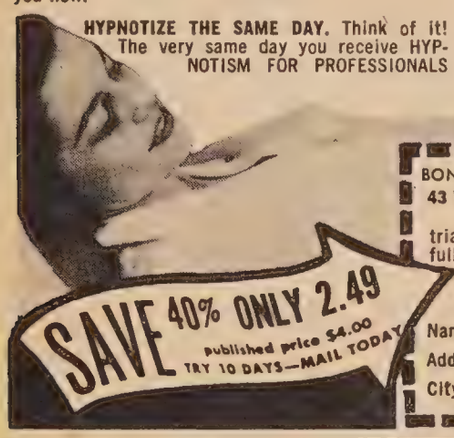

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HOBBY CLUB

A READER asks, "On what basis does your magazine pick candidates for the *Interesting Railfan* series?"

Sy Reich

The key word is *interesting*. That doesn't necessarily mean popular, capable, or well informed, but it could include all three qualities. The type of fan we seek should have a colorful personality. We want someone distinctive in the rail-hobby field. Right now we need a Canadian of either sex—haven't had one yet—and a railfanette who has done something that sets her apart from all other hobbyists. The only girl we've had so far in this series is Miss Rosemary Entringer, associate editor of *Trains* magazine.

The write-up of Bob Richardson on page 26 points out that his partner is Cornelius W. Hauck (8400 Summerhouse Rd., Cincinnati 43, O.). Here are Hauck's details of that partnership:

"Meeting Bob in 1949, I became interested in his efforts to preserve old narrow-gage artifacts. Later I bought the Rio Grande's 2-8-0 No. 318 (ex-F&CC) and stored her at Alamosa with Bob's stuff. In 1958 we organized the Colorado Railroad Museum, Inc., headed by Bob. He supplied the 346 and most of the Alamosa collection. I gave the 318 and some cash. We each own half the stock. Much of our money went for untangling the Alamosa situation and moving the collection to Golden.

"Then I incorporated the Iron Horse Development Corp., which I own, to buy the land, build and operate the Iron Horse Motel (of which Bob is general manager), and erect the Museum structure and rent it to Colorado RR. Museum, Inc. My friend does most of the day-to-day work while I handle the business end. Together we put out *Steam in the Rockies,* a 48-page Rio Grande alltime roster which the Museum is selling at $2 postpaid."

The Steam Parade

"What I believe to be the largest concentration of serviceable standard-gage steam power in the U.S. is operated by the Northwestern Steel & Wire Co. at Sterling, Ill., about 115 miles west of Chicago," writes Jim Boyd, 620 First Ave., Dixon, Ill. "Ten operable steamers are kept busy there two at a time, 24 hours a day, 7 days a week. (Photo on page 37.)

"The company welcomes railfans who obey the rules. You need a permit to

photograph the engines; you can get it easily from Mr. Farnam at the employment office, Monday thru Saturday, 8 A.M. to 5 P.M. Even with a photo permit you must not enter company property. Take pictures from Wallice St. crossing, Miller St. crossing, or the recently completed Ave. G overpass. You don't need a permit to shoot from the overpass, but you'd better get one anyhow. The plant is well guarded, so don't try to bluff your way in."

The following list of operable steamers, all ex-GTW 0-8-0's was compiled by Jim Boyd and Joe Covert, showing each NS&W number and, in parenthesis, the old GTW number: 8300 (8300), 10 (8327), 11 (8375), 05 (8305), 06 (8306), 15 (8315), 25 (8325), 28 (8328), 73 (8373), and 74 (8374).

Stored unserviceable: 8310, 8314, 8376, 8379, 8380, and NS&W 12 (GTW 8372). Scrapped since last Oct. 6: GTW 2672, 0-8-0; GTW 2683, 2-8-0; GTW 5043, 4-6-2; and CBQ 6319, 2-10-4.

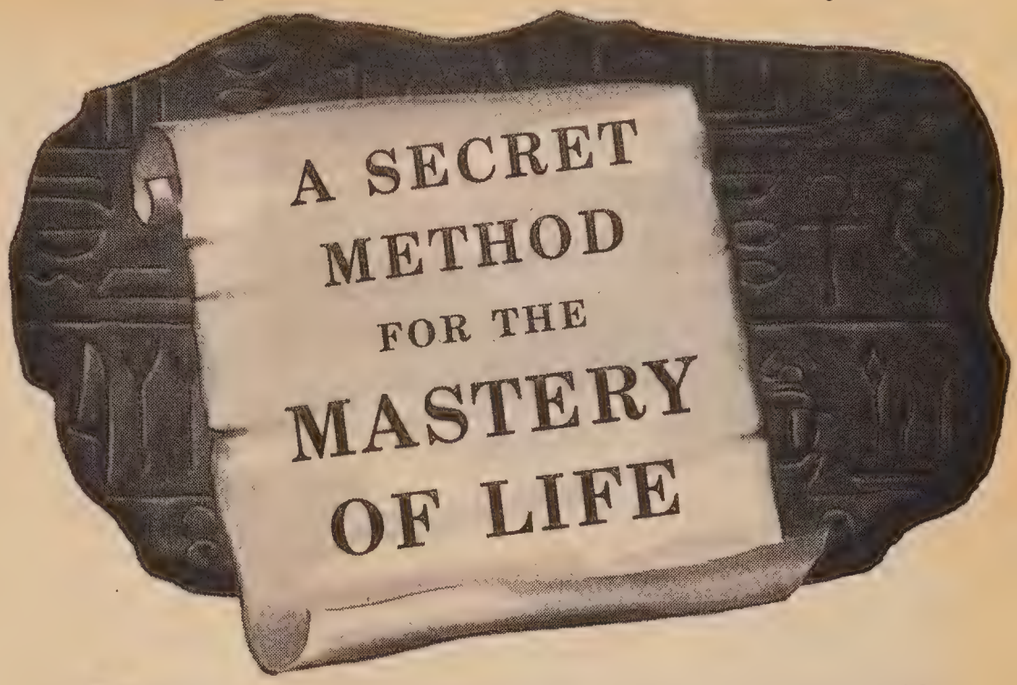
Due to railfan pressure, the Reading is resuming its popular Iron Horse Rambles this May with giant T-1's. More than 40 Rambles have been operated since early fall of 1959, including 7 last year. Then RDG brass collars decided that, due to the cost of reconditioning T-1's, there'd be no more steam trips. Angry protests and sentimental appeals won a reprieve. Saturday trips with the 2100 and 2102 are set for May 2 and 16. Both trains may be filled to capacity; make your reservations early. The scheduling of future Rambles will depend upon how well these two are patronized.

Steamtown U.S.A., is located on New Hampshire Route 12, opposite the bridge into Bellows Falls, Vt. Tentative operating schedule: Sat., Sun. and holidays May 23 to June 1 and Sept. 12 to Nov. 1; daily operation June 6 to Sept. 7. Trains lv 11 A.M., 1 P.M. and 3 P.M. Mon. thru Sat. Extra train 4:30 P.M. Suns. and holidays only. Fare, $1.99 (kids 99¢). Dollar admission to parking lot refunded if you buy adult train ticket.

Round trip, 24 miles, takes 75 minutes, between N. Walpole, N.H., and Chester, Vt., past 3 ancient covered bridges and first canal built in U.S. Open and closed cars. On display are 35 engines, incl. 10 added this year, biggest collection in English-speaking North America; 8 cabooses, loco cab open to inspection, other equipment.

Klickitat Log & Lumber, subsidiary of St. Regis Paper Co., plans to abandon its 37-mile line near Goldendale, Wash., in favor of trucks. No. 7, a 90-ton geared Shay, formerly owned by Somers Lumber Co., Montana, has

Knowledge That Has Endured With The Pyramids



WHENCE came the knowledge that built the Pyramids and the mighty Temples of the Pharaohs? Civilization began in the Nile Valley centuries ago. Where did its first builders acquire their astounding wisdom that started man on his upward climb? Beginning with naught they overcame nature's forces and gave the world its first sciences and arts. Did their knowledge come from a race now submerged beneath the sea, or were they touched with Infinite inspiration? From what concealed source came the wisdom that produced such characters as Amenhotep IV, Leonardo da Vinci, Isaac Newton, and a host of others?

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been hauling Klickitat logs since 1942. She will be placed on permanent display, reports Randy Nelson, 1215 D. 8th Ave., Yakima, Wash. 98902.

Want to buy an 8-ton 0-4-OT steam loco, 2-ft. gage, Hydro 300, excellent condition? James C. Valesh, New Albin, Iowa, will sell her for $2980. Built by by Henschel in Germany in 1935-'6. Moved freight on ship loading docks. Equipped with Walschaert valve gear. Could easily have pony track and/or coal tender attached, if desired. Engine may be seen at New Albin, 25 miles south of LaCrosse, Wis., 100 miles north of Waterloo, Iowa. (photo below.)

Contradicting F. E. Haynes' assertion (April issue) that C&NW steamer 395 was scrapped in 1952, Roy L. Peterson of 407 W. Perry St., Belvidere, Ill., says the 395 was in service as late as Sept. 12, 1954, when she doubleheaded with Pacific type 647 a fantrip to Milwaukee. Roy recalls that trouble developed in her right trailer journal and she later hit a cow which had wandered onto the right-of-way. "Though this was the 395's last revenue run, to my knowledge," he adds, "she was not stricken from the register till Dec. 16, 1954, which ended Class D, the most long-lived of all U.S. Atlantics."

Just off the press is Bert Pennypacker's new book, *Reading Steam Pictorial*, with 128 larges pages and 250-plus photos. We will review it in our next issue. Fans unwilling to wait for that review can buy the book now from publishers P&D Carleton, 305 Henry St., Fairview, N.J. 07022.

Meanwhile Bert is collecting data, anecdotes, and pictures for a *Railroad Magazine* article on the 4-6-6-4—especially anecdotes and pix. Readers who have such material to lend us should contact Bert at his home, 4307 Palmetto St., Philadelphia, Pa. 19124.

No. 578, the only former Norfolk & Western steamer that can still run under her own power, hauls railfans at Ohio Railroad Museum. (See page 24.) Casey Jones's helpers are Mary Ann Salter (the upper girl) and Susie Adams. D. Bunge, 2734 Vanderburg, Columbus, O.

To raise money for a recently-bought steam loco, Trinity Valley Railfans, Inc., 3401 Reed St., Fort Worth, Texas, sells original 35mm color slides of its 2-6-0 No. 208, 3/4 view, beautiful Southern green, $1 each.

McCloud River Railroad will run a steam-pulled train daily from June 30 to Sept. 7, alternately using No. 25 (2-6-2 Baldwin) and Yreka & Western 19 (2-6-2 Alco): McCloud, Calif.

Old 4994 Mikado is the only remnant of Burlington steam freight power still standing beside the Platt River at the C&S yards in Denver and she is being cannibalized for parts to keep Mike 4690 active, reports M. W. Swansick, 6430 Xavier Court, Arvada, Colo.

"Hampton & Branchville steam loco No. 32 was not sold to the Maryland & Pennsylvania," writes Byron F. Andrews, Jr., president of the York Southern Railroad, 1025 Connecticut Ave., N.W., Washington 6, D.C. "I own that engine and will operate her over Ma & Pa tracks. I located her through *Railroad Magazine*, from which I also learned about the American Ry. Equipment Asso. that has since restored her to a fine-looking steamer. Also through *Railroad* I obtained cars and someone to inspect them."

Steam in Mexico

Back from a recent visit to Mexico with a few new steam photos, Richard W. Biermann, 178 Clinton Park, San Francisco 3, Calif., sent us a long report of his impressions. He writes:

Mary Woods, a Pennsylvania Railroad nurse at 30th St. station, Philadelphia, uses spare time to study for BS degree, U. of Penn., taking social studies, psychology, and criminology. She urges railroaders of all ages to go to some school or college in off-duty hours.
The Pennsy (magazine)

"At Chihuahua the Chihuahu al Pacifico no longer owns any steam engines, presumably having scrapped them all. It has bought about five new passenger rail-cars, painted red and cream, for mainline runs; five more are on order. Ferrocarril Nacionales de Mexico has a 2-8-0, No. 625, outside the roundhouse, intended for display, freshly painted, brasswork gleaming.

"A few miles to the south is the American Smelter & Refining Corp. the roundhouse had two ex Parral & Durango engines, both being repaired. The mine spur will be dismantled as soon as the engines are unserviceable, but the yard trackage will be kept. Trucks will haul loads from the mines.

"The El Potisa & Chihuahua electric line makes a trip or two a day into the American Smelter plant. I saw a center-cab diesel and an ex-AT&SF steam engine at the plant.

"At Ciudad Jiminez the National has a diesel roundhouse. My next stop was Torreon, which also has a National roundhouse. A chemical plant there operates two diesels, one home-built. Mazapil Copper Co. at Concepcion del Oro had scrapped its last loco, an 0-6-0, three months before my arrival, giving her to the Coahuila & Zacatecas for parts, and is switching with motors.

"Durango, my next stop, had a roundhouse full of diesel power. The once-great backshops at Aguas Calientes are no more. I saw six steam locos there: four undergoing repairs and two in stand-by service. Diesels have taken over that city.

"Mexico is a grand vacation place in any season. It's a country for adventure and fun. I agree with John Martin's description in your April issue, 'the land of enchantment.' I'd pack my bags and go back there today if I had the time and money. I want to see the narrow-gage steam he mentioned."

His Dream Comes True

Russ Porter, who painted the nostalgic picture used on our February '64 cover, has just acquired a 70-foot, mahogany-paneled dream—a luxurious railroad car that he and his family will use as a summer home. It is a 62-year-old Elgin, Joliet & Eastern business car. Russ, who lives at 1701 S. 91st St., West Allis, Wis., paid $2,600 for it. The purchase price included the furnishings, etc., among which is a 25-piece service of china, crystal, and silverware monogrammed EJ&E.

The car will be parked permanently on a short stretch of track in an acre-and-a-half lot that Russ owns near Wisconsin Dells. It will be hooked up to

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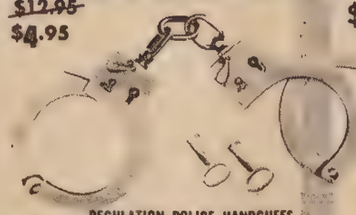

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With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

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SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

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Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

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Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

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By holding "Hypno-Coin" in front of your subject you can easily hypnotize them by slowly and gently moving it in your hand. The effect you achieve is like that of a bottomless pit that appears to revolve all around them. They experience a **sensation** likened to a vacuum in a never ending orbit!!! Get a **Pair** of these amazing Hypnotic-Aids, Plus **FREE** Booklet of Secrets and Instruction. $2.00 complete.

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Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open, $4.70; 7 1/16": $4.95; 9", $7.50; 11", $12.95

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Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

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No Permit Required

"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, deluxe leather holster $2.25.

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electricity, water, and a septic tank.

The car has six bedrooms, a kitchen complete with gas range, a 15-foot lounge, and an observation platform. The inside is paneled in polished mahogany and carpeted. All windows have Venetian blinds. Each bedroom has a toilet and folding washstand. Russ Porter had dreamed for many years of owning such a car. Jim Scribbins sent us this information.

Setouts and Pickups

Our rosters have such a reputation for accuracy that a New York lawyer recently introduced one of them (LIRR, April '63) as evidence in the court trial of an accident case.

To amplify a comment made in Feb. "Information Booth," Earl A. Yorke, 27257 Currier, Dearborn Hts., Mich. 48125, writes that the only double-gage section of East Broad Top track is at Mt. Union, Pa., where the narrow-gage line connects with the Pennsy. Furthermore, a hoist at Mt. Union switches trucks of the two gages so that standard-gage cars could operate over EBT.

A new, 4-page, illustrated magazine, published bi-monthly for members of the Morse Telegraph Club, Inc., is edited by a retired train dispatcher, E. T. Mulquin, 2420 N.W. Quimby St., Apt. 2, Portland, Ore. 97210. Club membership is open to all telegraphers with at least one year's experience as a Morse operator. Dues, $2 a year.

Keep 'em short, please! Send us a brief paragraph instead of a long letter. Every month our good friends provide us with enough *Hobby Club* wordage to fill two dozen departments the size of this one! Wading through all that stuff wastes a lot of valuable time. We couldn't possibly print it all, anyhow.

Answering a reader's query: "The Pocket List of Railroad Officials" is put out every three months by Ry. Equipment & Publication Co., 424 W. 33rd St., New York, N.Y. 10001 and sells at $3 a copy, $8 a year.

The following revision of Elliott Kahn's Feb. '64 list of Canadian roads not mentioned in the Official Guide comes from J. D. M. Phillips, P.O. Box 68, Unionville, Ont., Canada:

Chatham: only one C&D Sugar 0-6-0 ever worked here or at Wallaceburg, say newspaper reports, and she has been retired.

Espanola: recent check of KVP plant showed only CPR units now working.

Kirkfield: This operation is closed down in the pit; 36" units sold and sent away. Standard-gage 0-4-OT is on display at a farm implements dealer outside of Oilllia.

Ottawa: any Eddy operations here are from the Hull plant. Last year I saw a small diesel operating in Hull.

Port Cochran: this is Port Colborne.

South River: no loco in sight.

Norfolk & Western's 1239, a powerful 2-6-6-4 at Crewe, Virginia, in 1959.
W. E. Warden, Jr.
1216 Shamrock Lane, Wayensboro, Va.

Niagara type No. 3054, National Railways of Mexico. A similar Alco 4-8-4 will be bought by the Great North Eastern Railroad Foundation, Inc., P.O. Box 594, Schenectady, N.Y., and displayed permanently in Schenectady as a monument to the thousands of engines built there. The Foundation has already raised $1200 for the steamer but needs much more, and it will give certificates to all contributors.
Photo by Jim Shaughnessy

We have received dozens of letters from readers who enjoyed the article "Train Dispatcher" (April issue) by John P. Spikes, Sr., 472½ Saunders Ave., Akron 19, Ohio (a B&O chief dispatcher). Mr. Spikes sells genuine B&O trainsheets, issued at Akron in 1958, at $2 apiece, postpaid. Each sheet records actual minute-by-minute performance of from 60 to 100 trains.

Because greedy railfans recently stole two locomotive builders' plates and a set of trolley poles from Yakima Valley Transportation Co. in the State of Washington, the company now keeps visitors off its property except those with written permits.

No decision has been reached yet regarding the establishment of a museum of transportation in the State of Pennsylvania, several locations being under discussion. The Pennsylvania Railroad naturally is backing Altoona as a site because of its long history as a railroad center and its proximity to the world-fmous Horseshoe Curve. Strong cases also have been made for locating the museum near the East Broad Top and near the Strasburg Railroad (pictured on our cover).

Vast alphabetical list of railroad post office routs from 1867 to 1961 is being published in a limited edition by Herbert H. Harrington, Sr., 404 Asbury Lane, Niles, Ohio 44446, at $4 a copy. Approximately 130 pages, 8½x11", printed on one side only. A wealth of other info. such as RPO's operated on electric rrs. and waterways, railroads that had RPO cars, mileages, dates, broad- and narrow-gage operations, even highway post offices.

Welcome additions have been received to our roster of New York State shortlines. Dave Nestle reports the Southern New York owns a gas-electric, No. 5, built in 1922 and rebuilt in 1931 by GE, and another GE, originally No. 300 and now 6, that served on both the Unadilla Valley and the Wellsville, Addison & Galeton before coming to SNY.

Dave Lustig lists the Norwood & St. Lawrence as owning GE 70-tonner 10, 11; 600 hp., bought new in 1956. The following list of Niagara Junction motive power comes from Gary Jacobs: No. 8 (CN 60699), built by Baldwin-Westinghouse in 1928; No. 9 (CN 62072), built by B-W in 1937, and Nos. 14-20 (CN 31137-31140, 31136, 31141-31142), built by Alco-GE in 1952.

Coming Events

April 3, 10, 17 nights; 5, 12, 19 afternoons: spring operating show of Newark (N.J.) Model RR. Club, 325 16th Ave., cor. 20th, at end of rte. of PS bus 1-20th St. from Penn Station, Newark. Admission free; donations accepted.

April 4-5: first annual midyear meeting of Railroad Enthusiasts, Albany, N.Y.; tour Alco shops Sat., Schenectady; banquet Sat. eve.; D&H trip Sun. to Rutland, Vt.

April 18: Tenn. Valley RR. Museum sponsors diesel-powered, air-cond. excursion to Huntsville, Ala., and Redstone Arsenal. Tour Marshall Space Flight Center. Lv. Chattanooga from Sou. Ry. terminal 8 a.m. EST. Open-door baggage car for snacks and photographers. Museum's own dining-car Valdosta may be in consist. Fare, $7.50 (kids $4.50). Contact trip chairman, TVRM, P.O. Box 44, Chattanooga, Tenn. 37401.

May 2: season's first Iron Horse Ramble with RDG steam T-1 from Phila. and Reading, Pa., to Gettysburg battlefield. Contact RDG Passenger Dept., Reading Terminal, Philadelphia, Pa.

May 9-31: Railfan tour of 3 Japanese islands; steam, electric operations, side trips. Contact Roaming Tours, 3380 Granada Ave., San Diego 4, Calif.

May 16: steam Ramble with T-1 from Bethlehem and Allentown, Pa., to West Milton, Pa. Get details from Reading Terminal.

May 16 and 17: First excursions on new Vermont Ry.; 250-mile round trip from Rutland thru Green Mts. and Champlain Valley; on Sat. to Burlington, on Sun. to Bennington; diesel power. Both trains lv. 9:30 a.m. DST from Rut. Ry. yard opposite Hotel Bardwell. Dinner, $4.25 in advance. Write hotel for overnight room. Rail fare $8.50 each trip, both trips $15 (kids half fare). Contact Empire State Ry. Museum, Inc., P.O. Box 459, Wall St. Sta., New York 5, N.Y.

May 16-17: 2-day CGW round trip, 490 miles, Chicago to Oelwein, Iowa, sponsored by Iowa Chap. NRHS. Train consists of diesel and Chapter's private ex-Pennsy car, The Reveler. Maximum 35 persons. Lv. Chi. Transfer Yard 8 a.m. CST Saturday. Photo stops. Also Dubuque stop for Incline Ry. ride, breathtaking view of 3 states at top. Overnight at Hotel Mealey, Oelwein. Tour terminal facilities. Total package cost, $110. Deposit of $15 required on ticket order; balance due May 1. Check or m.o. payable to Iowa Chapter, NRHS, Inc., 704 E. Charles St. Oelwein, Iowa.

May 23: Diesel-powered B&A special train lv. South Station, Boston 9 a.m. DST, one-day excursion to Selkirk, N.Y., sponsored by New Eng. Div. of Railroad Enthusiasts. Fare $10 (kids $5). Tickets and info. from Roland Blodgett, 10 Henry St., Malden, Mass. 02148.

May 23 and 24: Middletown & NJ Ry. steam trips using 2-6-2 No. 103; lv. M&NJ depot, Middletown, 11 a.m. DST; open-end coaches, chicken dinner. Contact Empire State Ry. Museum, Inc., P.O., Box 356, Middletown, N.Y.

June 3: next issue of Railroad Magazine (Aug.) hits the news-stands. Illustrated feature on Norfolk & Western-built steam locomotives by Lloyd D. Lewis and present-day locomotive rosters of the Central of Georgia and California shortlines.

SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetables); *emp. tts* (employees timetables); *tr.*, train; and *SSE* (send 5¢ stamped self-addressed envelope for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter about other matters. If you want pen pals, state your special interests so they will know what to write about.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for Oct. issue (out Aug. 3) should reach us not later than May 20. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

B.L. ALBERT, 3535 Rochambeu Ave., New York, N.Y. 10467, will sell or trade orig. edition of Beebe's "High Iron," excellent cond.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5 and p.c. size pix LV, RDG, CNJ, L&NE, DL&W, Pa. short lines.

ED BAHNA, 1627 10th Ave., Brooklyn, N.Y., sells 8mm movies, 35mm slides, 2¼x3¼ pix trs., trolleys, many rrs., incl. subways; list free.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will sell Grimshaw's "Locomotive Catechism." List of rr. circus material for SSE.

BILL BIESECKER, 2263 Lafayette St., North Bellmore, N.Y. 11712, wants Cunningham's "Railroading in N.J."

C.A. BIRD, 2003 Bordner Pl., St. Paul, Minn., sells rr. mags., tr. orders, buttons, other railroadiana. (SSE)

JOE BISPO, 4216 S. Fruit, Fresno, Calif. 93706, buys SP switch and caboose keys.

W. BROSCHART, 178 Bay 92nd St., Rockaway, N.Y., sells negs., slides, pix tts., etc. of U.S., Canadian, foreign trolleys, rrs.

WINFIELD BURKE, Rte. 5, Box 38, Chillicothe, O., will buy sizes 616, 620, p.c. steam negs. of BAR, MP, L&N, SOU, etc.

RON BURR, 1429 Roberta Ave., Whiting, Ind., wants any size pix of cabooses, any rr., also any Off. Guide before 1955.

R.C. CAESAR, 1818 Mills, North Muskegan, Mich., sells pix of unusual traction and steam. (SSE)

TED CHARRNEY, 3737 Armitage Ave., Chicago 47, Ill., will send 1964 calendar "Milestones in RR. History," commemorative souvenirs, free for postcard request as long as supply lasts.

RAY CHASE, 6150 S. Rickwell, Chicago, Ill. 60629, will sell trolley and el bells, floor gongs, controls, etc. (SSE)

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades steam bldrs. pix.

JEFF CLACK (ed.-publisher of mimeographed mag. Voice of Rails), Box 653, Wheatland, Wyo., sells 35mm color action slides UP motive power, originals 40¢ ea., duplicates 30¢; money-back guarantee; no swaps. (SSE)

VIC CONTE, 1615 W. 6th St., Brooklyn, N.Y., buys negs., pix Cleveland Rys. PCC's, Atlanta Ga. trolleys, Cleveland 1000 series.

LOUIS COTNOIR, Box 713, New Bedford, Mass. 02742, sells NH, B&M, NYC emp. tts., Off. Guides, Ry. Equip. Registers or trades for pre 1900 emp. passes. (SSE)

R.D. COWAGER, Master Mechanic, Central California Traction Co., Stockton, Calif., wants any printed copy of his road's roster.

STAN CREWS, Box 748, Elberton, Ga. 30635, will sell 13"x19" metal calendar holder with picture of MP 6615 pulling pass. train.

JOHN CUMMINGS, 620 Ash St., Walla Walla, Wash., trades pix steam skidders, log loaders, and skelton cars of West for those of South.

JOHN DAWSON (age 22, steam loco fireman), Box 66, Mossburn, South Island, New Zealand, collects rr. pix, tts., tkts. Wants pen pal to give info. on U.S. and Canadian rrs.

FRANK DELARM, 25 Longmont St., Providence, R.I. 02908, sells, trades New England rr. stocks, bonds. List, sample bond 25¢.

F.W. DESAUTELLE, 125 7th Ave., Baraboo, Wis., sells carnival train pix and negs.

FRANK DONOVAN (author of many Railroad Magazine articles), 114 W. 45th St., Minneapolis 9, Minn., wants to borrow old and modern photos of Milwaukee Road, Wabash, GN, in Iowa only, to use with articles in Palimpsest (Iowa State Hist. Soc. publication). Pix will be given printed credits and returned with copy of magazine when it comes out.

A.T. DRAKE, 4148 W. 11th Ave., Vancouver, B.C., Canada, buys 1900-'35 steam pix CN, GTW, D&TSL and predecessors.

ALDEN DREYER, Marlboro, Vt., writing book on Hoosac Tunnel, needs good pix, any size, any date, of trains near HT; also interesting experiences in it. Wants especially to hear from oldtimers.

HARVEY DUST, 820 Queens Ave., London, Ont., Canada, sells copies of last tt. of L&PS.

LARRY EASTWOOD, Box 182, Bryn Athyn, Pa. 19009, sells PTC transfers, RDG tts. '56-'60.

LANE EMERSON, 2 Champney Pl., Boston, Mass., wants stereoscopic views of Mt. Washington Cog.

GRANT FERGUSON, 606 W. 27th Ave., Vancouver 9. B.C., Canada, trades size 616 negs., 35mm Kodachrome II slides.

E.E. FITZSIMMONS, P.O. Box 382, Paducah, Ky. 42001, wants photo, suitable for framing, of UP "Big Boy" or a Virginian articulated compound.

GENE FOSTER, 207 Gay St., Phoenixville, Pa. 19460, will buy '37 PRR calendar with pad, good cond.

MELVIN FRANKEL, Rt. 1, Oakland, Ill., sells 8x10 steam, diesel pix, etc. (SSE)

BOB FREMMING, Dallas, Wis. 54733, sells ry. postcards.

ED FULCOMER, 639 Del Norte, Ft. Collins, Colo., buys, trades for negs., pix, slides CB&Q 119A,D, and 9146; also C&S. FW&D negs.

PAUL GARDE, Box 2222, Green Mt. Falls, Colo. 80819, has new lists of slides for sale: Yampa Valley Mail, rare and late steam, Alpine Tunnel and Black Canyon, streetcars and interurbans. Each list and a sample 35¢.

STEVE GARY, 680 12 st., Campbell, O. 44405, sells steam pix, many rrs. Trades, sells steam negs. (SSE)

T.J. GASCOIGNE, RR 4, Oshawa, Ont., Canada, buys color slides B&LE diesels on CN during '63-'64 TTC Yonge, Bay Streets trolleys, pre-'57 Oshawa Ry. elecs.

L.H. GEDGE, 119 Palm St., Apt. 302, San Francisco 18, Calif., sells traction negs., sizes 120, 116; wants slides of trolleys in St. Louis area.

MIKE GILLESPIE (age 17), P.O. Box 143, Georgetown, Ky. 40324, has fast-growing collection of diesel color slides, now 1240. Asks who can beat that total.

BOB GREENAWALT, 3643 N. Rosemead, Rosemead, Calif., buys, trades old rr. stocks, bonds.

JOHN GROW, 1330 Sesom Dr., Decatur, Ill., will sell collection of western steam pix, tts., tr. orders, passes, Guides. (SSE)

TOM HARPER, 6066 Reinhart, Philadelphia, Pa. 19142, trades, sells color slides elecs., diesels.

TOM HOBACK, 2409 Ave. D, Ft. Madison, Iowa 52627, wants inexpensive negs. of Santa Fe gas elecs., RDC'S.

BILL HOFFMAN Jr., 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix B&O, DM&IR, NP, etc.; list 10¢.

AL HUDSON, 128 Hann Dr., Birmingham, Ala., sells all size pix of ex Stark Elec., Houston Elec., Eastern Mass. St. Ry., Community Trac., Springfield St. Ry., Lorain St. Ry., Co-Operative Transit cars in Birmingham after '45.

DICK HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, offers GTW steam, diesel, and wreck pix (what size, Dick?) in trade for GTW steam; also wants GTW lists. (SSE)

P. IHRMAN, 241 N. 6th St., Paterson, N.J., sells, trades size 120 pix, 35mm b&w slides Erie N.Y. Div. Sample, info. 25¢. Wants pix DL&W Nicholson Viaduct.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells many steam loco pix, negs. (SSE)

RON JOHNSON, 2912 Partridge Ave., Oakland, Calif., wants any trolley negs., pix.

E.G. JOHNSON, 2215 E. Bayley, Wichita, Kan. 67211, will sell Crum's "Rio Grande Southern," mint cond.; Dagett's "History of the S.P." (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10066, sells back issues Railroad Magazine, Trains, mdl. mags., R&LHS Bulletins. (SSE) Buys collections of magazines, good cond.

ED KASEMAN, 819 Park Ave., Williamsport, Pa., sells 24-page "Story of the Susquehanna & New York," pix, map.

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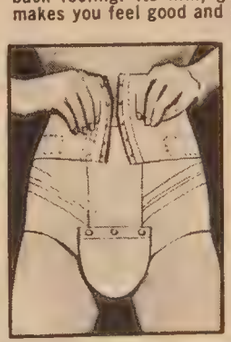

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Adjustable
Figure Slimmer's adjustable feature makes it easy for you to have a small waistline look. Trousers now look good and fit swell. You can take yourself in more inches if you wish, with this novel adjustable feature. **Try 10 days!**

TRY 10 DAYS FREE

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Rush for ten days approval the new Figure Slimmer. After wearing for ten days, I can return it for full refund of purchase price if not satisfied.

☐ Send C.O.D. I will pay postman plus postage.
☐ I enclose $3.49. Send it prepaid. ($3.98 for waist 46 and up.) EXTRA crotch pieces, 50¢ each.

My waist measure is .....inches.

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ADDRESS .....

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The first fashion show ever presented on a train of the Swedish State Railways.
Swedish Information Service, 8 E. 69th St., New York, N.Y. 10021

JOE KEARNEY, Jr., 5800 Penn St., Philadelphia, Pa. 19149, buys slides, negs., pix PTC, LVT, RDG and PRR steam. Answers all mail.

HARRY KELSO, Box 42, Pittsburg, Kan. 66762, wants express co. brass seals, rr. fare tokens. Trades switch keys, tr. orders, tts.

WAYNE KERSLAKE, 2321 S. 5th Ave., Sioux Falls, S.D., wants histories of Litchfield & Madison, Wabash Pittsburgh Term. rrs.

F.H. KEYS, 873 E. Confederate Ave. S.E., Atlanta, Ga., wants Off. Guide '20-'30.

G. KIDDER, Acton, Mass., will sell Boston & Lowell, Concord & Montreal publications, Poor's '81 "Manual of U.S. RRS," Forney's '83 "Catechism of Locomotives." (SSE)

DON KISSICK, 714 Hamilton, Peoria, Ill., trades negs., pix of CSS&SB, IC, Iowa elecs., Wisconsin trolleys.

BILL KNAPKE (retired SP condr., Railroad Magazine author), 3831 E. Flower St., Tucson, Ariz., writing book on caboose lore, needs unusual photos: action, human interest, side-door, wrecks, snowbound, etc. Also personal experiences, anecdotes, odd facts.

BERNARD KOCH, 610 Pine St., Tamaqua, Pa., sells diesel rosters NP, GN, MKT, RDG, L&NE; also RDG, pix, tts. (SSE)

MIKE MALLETT, 21 Heath Mount, Leeds 11, Yorkshire, England, buys any size good loco negs., steam, diesel, esp. large steam.

CLEMENT MARTIN, 1737 16 Ave. S., Birmingham, Ala., buys negs., slides or small pix of SOU, ACL, SB, L&N steam.

NEIL McCARTEN, 87 Bowmore Rd., Toronto 8, Ont., Canada, trades 616 negs. diesels, TTC trolleys for those of other cities; also trades transfers.

JOE McMILLAN, Box 941, Yorktown, Texas 78164, wants 5x7, 8x10 pix NdeM n.g. 2-8-0 273 before and after it went to the Coahuila & Zacatecas.

ED METZ, 1162 Lynda Lane, Warminster, Pa., buys, sells, trades train orders.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., buys, trades for bldrs. plates of Rome, Dickson, Brooks, Manchester, Pitts., Rogers, Rhode Island, Richmond loco works.

GARY MILLER, 1621 S. 2 Ave., Arcadia, Calif. 91006, will trade Hayes' "Iron Road to Empire" (RI history) for Santa Fe book.

JACK MOTRIE, 173 Horton Lane, Port Ewen, N.Y., buys colored pictoral posters of big rrs.

CARL MUNCK, 5010 Air Base Group, Box 503, APO 937, Seattle, Wash., sells p.c., size 616 D&H steam pix, other eastern rrs. (SSE)

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, trades, sells color 3½x5 pix BTC, Incl. last day of operation. (SSE)

NORM NEWCOMB, Box 131, Pasadena, Calif., will sell tape recording of McCloud River RR, UP 844.

DICK NIXON, 24 Georges Wood Road, Brookmans Park, Hatfield, Herts, England, sells p.c. size pix British steam locos.

JIM O'DONNELL, 121 Arthur St., Truro, N.S., Canada, wants Dom. Atl. negs., pix, info., railroadiana. Answers all mail.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla., sells p.c.-size pix steam, diesel action, still, many rrs. of '30-'50 period. (SSE)

JIM OZMENT, 1810 N. 4th, Grand Junction, Colo., will buy Poor's "Denver South Park & Pacific."

GLEESON PERRY (retired Santa Fe engr.), Box 377, Rainier, Ore. 97048, sells copies of 36-page book, "My Old Iron Horse Has Gone," $1.

LARRY PLACHNO, Box 9145, Chicago, Ill. 60690, wants CSS&SB emp. tt. 136 to present, trackless trolley pix. Answers all mail.

DAVE POND, 85 California Dr., Rochester, N.Y., publishes 4-pg. historical rr. paper "The Lantern." Sample free.

H.M. PROCTOR, Box 2617, Ft. Douglas, Utah 84113, sells size 616 negs. U.S., German, Austrian steam, diesels, elec., trolleys. Sample 25¢. No list.

VIC QUIGLEY, 212 Cobourg St., Ottawa 2, Ont., Canada, buys any size steam negs., ry. guides, rule bks., steam cyclopedias, stocks, bonds.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, trades PRR menus, railroadiana for B&O dining-car souvenirs, menus. List.

WALT REDMAN, 8906 Piedmont, Detroit, Mich., wants off. Guides 1900 and '20.

BOB REID, 2114 Beaver St., McKeesport, Pa., wants PRR diesel pix and info. for publication.

W. ROBBINS, Box 805, Palestine, Texas, sells railroadiana, tts., emp. tts., annual passes, old issues Railroad Magazine, Trains, etc. (SSE)

MARTIN ROSENBERG, 73-28 Springfield Blvd., Bayside, N.Y. 11364, will sell March '60 Off. Guide, good cond.

JOHN ROTHNEY, 33 Trowbridge St., Cambridge, Mass., buys rapid transit emp. tts., assignment sheets; trades for LT emp. tts.

DICK SAMUELS, 825 23 St., Milwaukie, Ore. 97222, sells switch keys. List for 10¢ stamped env.

G. SEMENCHUK, Somerset, Man., Canada, wants standard rr. watch, good cond.; send details.

JOHN SCOPEN, 308 N. Crane Blvd., Los Angeles, Calif., buys anything on Baja Calif. rrs.

CHAS. SCOTT, 16 Home St., Neptune City, N.J., wants steam loco plates, headlights, bells, any size pix U.S., Canadian rrs.

JOHN SCOTT, 3716 Rosebrook Court, Concord, Calif., sells bronze loco bells with boiler-top mount: 12" dia. $110, 14" $150, frt. extra.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa, wants railroadiana but doesn't say what kind.

RAMMANLAL VADILAL SHAH, Jaiu Society, opposite Akhada, Ellisbridge, Ahmedabad-6, Gujarat, India, wants pen pals.

DICK SHIDDELER, Rte. 3, Box 120, Manteca, Calif., seeks pix of SP 2-10-2's in 3600-3610 group; has pix of 3600, 3601, and many SP negs. to swap. (What size, Dick?)

M. SKIDMORE, 12974 Regan Lane, Saratoga, Calif., collects rr. fiction stories, novels, juveniles.

TOM SMART, 116 Gibson Rd., Louisville, Ky. 40207, sells Kodachrome slides of steam, diesel, elec. locos, 20 for $5, 36 for $8, postpaid. Details free.

FRANK SMITH, 88 Summer St., Rockland, Maine 04841, wants anything on Maine n.g. rrs., esp. Bridgton & Saco River. Answers all mail.

DAVE SOBO, 3109 Purdue, Los Angeles, Calif., buys anything on LA Rys. and PE.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn. 56007, sells circus and carnival pix; list $1.

JOE STAUBER, 709 W. Arnold St., Marshfield, Wis., sells orig. 35mm color slides Soo Line diesels, size 620 steam negs.

W.J. STEVENSON, 316½ Spruce, Othello, Wash., wants orig. slides SI diesels on UP, green NYC, SSW, other cabooses, all GP30's.

PETE STRAUS, 700 W. 176 St., New York, N.Y. 10033, buys, trades rapid transit route and destination metal plate or roll signs.

TOM STRAUSS, 11550 Xavis St. N.W., Coon Rapids, Minn. 55433, buys any size diesel pix MILW, CB&Q, NP, GN, C&NW, SOO, SP&S, DM&IR, M&StL, CGW, CRI&P.

AVERY VON BLON, Box 6422R, Waco, Texas, trades tts., passes, sw. keys, bks., rr. pamphlets for film pack or roll adapter for TCA camera.

JAMES VON BLON, Box 6422, Waco, Texas, will trade 2' enameled Katy sign for tts., bks., passes, sw. keys. etc.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa., sells RDG tts., general orders, Iron Horse Ramble posters, steam postcards, size 127 steam, elec. pix. (SSE)

MAURICE THOMSON, 109 Bender Ave., Mattydale, N.Y., has 35mm slides of trolleys, NYC diesels. Wants 35 mm slides trolley in Chicago or Phila. (SSE)

ROY WAKE, 1429 Congress, Chicago, Ill., sells rr. records and tape recordings. (SSE)

J. WALKER, Box 501, Perris, Calif. 92370, sells tts., transfers of PE, MCL, LATL, LAMTA. (SSE)

BOB WAYNER (author of "Car Names and Consists" and "Steam Loco Rosters"), 316 W. 90th St., New York 24, N.Y., wants good pix of UP streamliners and Challenger trains, at least 5x7, for new book.

OTTO WEISS, 32-52 34 St., Long Island City, N.Y. 11106, sells 8x10 pix steam, elec., compressed-air coal mine locos. (SSE)

GUS WILDMAN, 213 9th St., New Cumberland, Pa., sells 20 diff. loco and trolley pic cards $1; 100 diff. $4. New colored train-pic postcards 20 for $1.

WM. WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. slides steam, elec., gas elec., early streamliners, most rrs. on approval.

LUKE WOOD, National Consolidated Asso., 4 Leona St., Saranac Lake, N.Y. 12983, buys serviceable steam and diesel locos, bag. cars, coaches.

DENNIS WOZNICZKA, 1804 Laporte Ave., Whitina, Ind. 46394, wants pen pals interested in collecting tts. of Class I rrs. Trades tts. List free.

GENE ZANK, 1717 Hickory St., Alma, Mich., buys, sells, trades emp. tts., tts., Off. Guides, Equip. Registers, tkts., railroadiana. List for large SSE.

GERALD ZELLHUBER, 500 5th Ave., Kewanee, Ill., artist, will sell 3 original paintings of steam trains: balloon-stack 4-4-0, river, steamboat, 24x35," $65; CB&Q 4-6-0 in city street, 16x20," $40; 4-6-0, log train in woods, 18x24," $40; all oak-framed.

DICK ZMIJEWSKI, 640 56 St., Brooklyn, N.Y., wants orig. steam negs. and slides of BEDT, LIRR, SIRT, NH.

Model Trading Post

HAYWOOD BROWN Jr., 305 Essex St., Lynchburg, Va., sells Lionel, Ives, AF, Knapp, Boucher catalogs, Lionel 2356, 624, 2338, 262, 263, 6464. (SSE)

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill., will sell AF '36 catalog or trade for Max Grey Hopper Car.

PAUL MARTIN, 14648 Prospect, Dearborn, Mich., will sell HO set, 9 locos, 40 cars, costing $400, for best offer. (SSE)

men's mart

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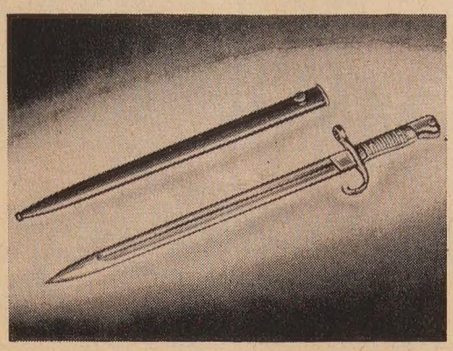

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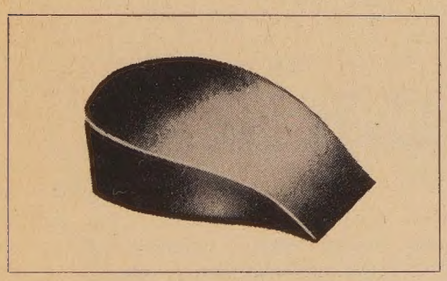

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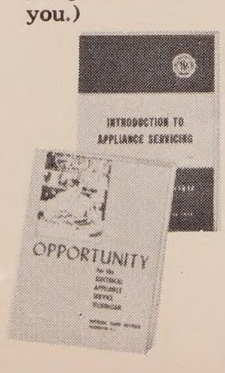

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